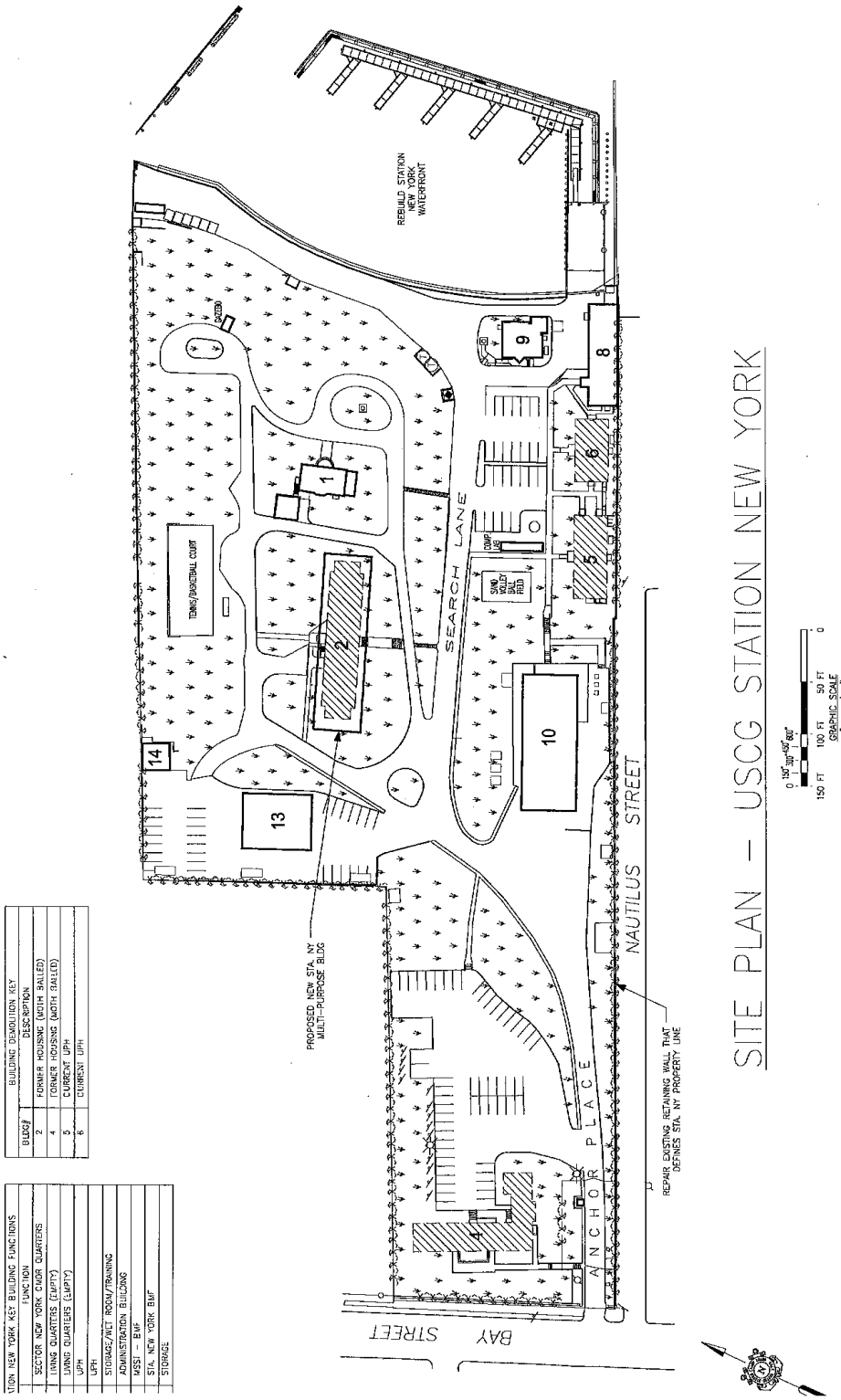
APPPENDICES

AS ATTACHED TO THE

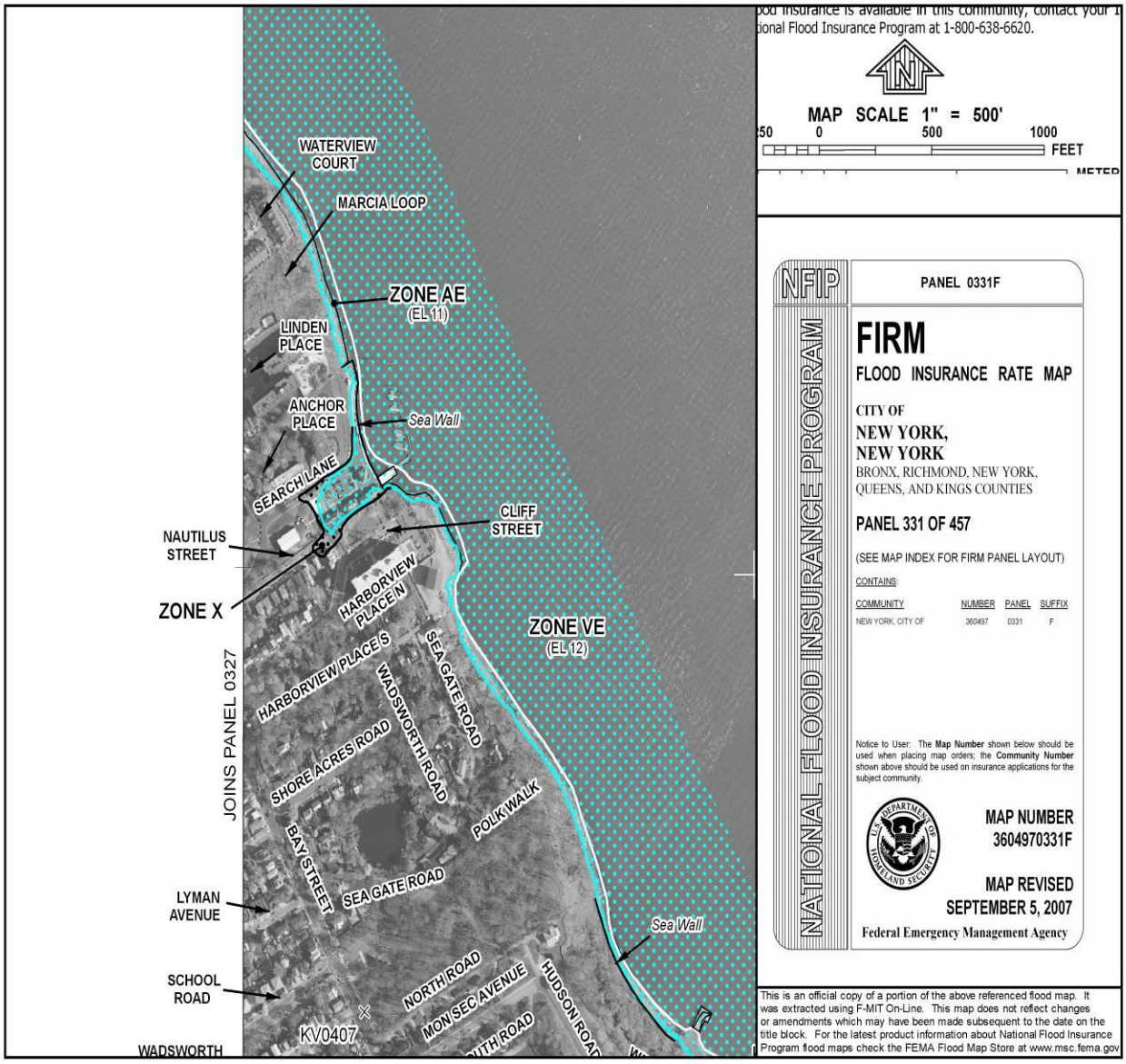
DRAFT ENVIRONMENTAL ASSESSMENT

Appendix A USCG STATION NEW YORK SITE PHOTOGRAPH

Appendix B USCG STATION NEW YORK SITE PLAN



Appendix C FLOOD PLAIN MAP SECTION



Appendix D FLOOD PLAIN EIGHT STEP PLANNING PROCESS

The guidelines address an eight-step process that agencies should carry out as part of their decision-making on projects that have potential impacts to or within the floodplain. The eight steps, which are summarized below, reflect the decision-making process required in Section 2(a) of Executive Order 11988 Flood Plain Management.

1. Determine if a proposed action is in the base floodplain (that area which has a one percent or greater chance of flooding in any given year).
2. Conduct early public review, including public notice.
3. Identify and evaluate practicable alternatives to locating in the base floodplain, including alterative sites outside of the floodplain.
4. Identify impacts of the proposed action.
5. If impacts cannot be avoided, develop measures to minimize the impacts and restore and preserve the floodplain, as appropriate.
6. Reevaluate alternatives.
7. Present the findings and a public explanation.
8. Implement the action.

The concepts in this planning process are discussed in Section 4.6. of this Environmental Assessment.

Appendix E Consultation Correspondence

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Facilities Design & Construction Center

5505 Robin Hood Road, Suite K
Norfolk, VA 23513-2431
Phone: 757-852-3404
Fax: 757-852-3495

11000

AUG 26 2013

New York Coastal Management Program
Attn: Federal Consistency Review
NY State Department of State
99 Washington Avenue, Suite 1010
Albany, New York 12231-0001

Dear Sir or Madam:

In accordance with the Federal Consistency requirements of the Coastal Zone Management Act and the New York approved Coastal Zone Management Program, the U.S. Coast Guard (USCG) Facilities Design and Construction Center (FDCC) has conducted a coastal zone management federal consistency review for a proposed construction project located at the USCG Station New York, which is located on Staten Island in the Rosebank area.

This project is undertaken in response to damage sustained by Hurricane Sandy and the USCG's requirement to strengthen our shore facilities for future storm events so that we are more prepared to carry out traditional USCG missions. The proposed scope of work includes extensive repairs and upgrades to existing in-water structures to include breakwaters, ice screens, concrete piers, floating docks, bulkhead structures, and a proposed new boat ramp. The proposed on-shore work will include demolition of several smaller buildings that will be replaced with a new multipurpose-building that will better serve USCG operational readiness at this facility. Both the in-water and on-shore proposed work are best defined as redevelopment, and the resulting net long-term environmental impacts will be positive. USCG redevelopment projects typically include improved storm water controls, the use of concrete/steel waterfront structural materials to replace treated timbers, and more energy efficient shore facilities. This proposed project will be contracted as a "design/build" type project, so at this stage is conceptual in nature with no final designs available. We anticipate construction in the 2014 to 2015 timeframe.

We have determined that this project is consistent with the New York coastal program policies, and this letter and the supporting documents provided by enclosure (1) are the basis of our "Negative Determination" finding.

If you have any questions, or need further information, please contact Mr. Richard Hylton at (757) 852-3404 or rick.d.hylton@uscg.mil..

Sincerely,

B. J. NATTEAL
Lieutenant Commander, U.S. Coast Guard
Director of Planning
By Direction

Enclosure (1) New York Coastal Zone Consistency Review Package – USCG Station New York, Hurricane Sandy - Rehabilitate Waterfront Project

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Federal Consistency Assessment Form

An applicant, seeking a permit, license, waiver, certification or similar type of approval from a federal agency which is subject to the New York State Coastal Management Program (CMP), shall complete this assessment form for any proposed activity that will occur within and/or directly affect the State's Coastal Area. This form is intended to assist an applicant in certifying that the proposed activity is consistent with New York State's CMP as required by U.S. Department of Commerce regulations (15 CFR 930.57). It should be completed at the time when the federal application is prepared. The Department of State will use the completed form and accompanying information in its review of the applicant's certification of consistency.

A. **APPLICANT** (please print)

1. Name: U.S. Coast Guard Facilities Design and Construction Center
2. Address: 5505 Robin Hood Road, Suite K, Norfolk, VA 23513
3. Telephone: Area Code ( ) 757-852-3404

B. **PROPOSED ACTIVITY**

1. Brief description of activity:

   The U.S. Coast Guard proposes to repair and upgrade waterfront facilities and supporting shore structures at our Station New York base on Staten Island. These repairs and upgrades are in response to Hurricane Sandy.

2. Purpose of activity:

   To repair and strengthen existing USCG facilities in response to Hurricane Sandy so that the USCG is better prepared to execute our traditional missions

3. Location of activity:

Richmond	Staten Island, Rosebank Area	Search Lane off of Bay Street
County	City, Town, or Village	Street or Site Description

4. Type of federal permit/license required: Army Corps of Engineers Nationwide, NYS DEC Section 401, General NOI, Coastal Zone

5. Federal application number, if known: No permit application submitted at this time - Proposed Design Build Contract

6. If a state permit/license was issued or is required for the proposed activity, identify the state agency and provide the application or permit number, if known:

Not Applicable at this time - Design Build Contractor will Complete all Permit Applications as part of Proposed Project

C. **COASTAL ASSESSMENT** Check either "YES" or "NO" for each of these questions. The numbers following each question refer to the policies described in the CMP document (see footnote on page 2) which may be affected by the proposed activity.

1. Will the proposed activity result in any of the following:	YES	NO
a. Large physical change to a site within the coastal area which will require the preparation of an environmental impact statement? (11, 22, 25, 32, 37, 38, 41, 43)	☐	☑
b. Physical alteration of more than two acres of land along the shoreline, land under water or coastal waters? (2, 11, 12, 20, 28, 35, 44)	☐	☑
c. Revitalization/redevelopment of a deteriorated or underutilized waterfront site? (1)	☐	☑
d. Reduction of existing or potential public access to or along coastal waters? (19, 20)	☐	☑
e. Adverse effect upon the commercial or recreational use of coastal fish resources? (9,10)	☐	☑
f. Siting of a facility essential to the exploration, development and production of energy resources in coastal waters or on the Outer Continental Shelf? (29)	☐	☑
g. Siting of a facility essential to the generation or transmission of energy? (27)	☐	☑
h. Mining, excavation, or dredging activities, or the placement of dredged or fill material in coastal waters? (15, 35)	☐	☑
i. Discharge of toxics, hazardous substances or other pollutants into coastal waters? (8, 15, 35)	☐	☑
j. Draining of stormwater runoff or sewer overflows into coastal waters? (33)	☐	☑
k. Transport, storage, treatment, or disposal of solid wastes or hazardous materials? (36, 39)	☐	☑
l. Adverse effect upon land or water uses within the State's small harbors? (4)	☐	☑

2. Will the proposed activity affect or be located in, on, or adjacent to any of the following:	YES	NO
a. State designated freshwater or tidal wetland? (44)	☐	☑
b. Federally designated flood and/or state designated erosion hazard area? (11, 12, 17)	☐	☑
c. State designated significant fish and/or wildlife habitat? (7) [see attached]	☐	☑
d. State designated significant scenic resource or area? (24)	☐	☑
e. State designated important agricultural lands? (26)	☐	☑
f. Beach, dune or barrier island? (12)	☐	☑
g. Major ports of Albany, Buffalo, Ogdensburg, Oswego or New York? (3)	☐	☑
h. State, county, or local park? (19, 20)	☐	☑
i. Historic resource listed on the National or State Register of Historic Places? (23)	☐	☑

3. Will the proposed activity require any of the following:	YES	NO
a. Waterfront site? (2, 21, 22) [see attached]	☑	☐
b. Provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (5)	☐	☑
c. Construction or reconstruction of a flood or erosion control structure? (13, 14, 16) [see attached]	☑	☐
d. State water quality permit or certification? (30, 38, 40)	☐	☑
e. State air quality permit or certification? (41, 43)	☐	☑

4. Will the proposed activity occur within and/or affect an area covered by a State-approved local waterfront revitalization program, or State-approved regional coastal management program? (see policies in program document*) ☐ ☑

D. **ADDITIONAL STEPS**

1. If all of the questions in Section C are answered "NO", then the applicant or agency shall complete Section E and submit the documentation required by Section F.

2. If any of the questions in Section C are answered "YES", then the applicant or agent is advised to consult the CMP, or where appropriate, the local waterfront revitalization program document*. The proposed activity must be analyzed in more detail with respect to the applicable state or local coastal policies. On a separate page(s), the applicant or agent shall: (a) identify, by their policy numbers, which coastal policies are affected by the activity, (b) briefly assess the effects of the activity upon the policy; and, (c) state how the activity is consistent with each policy. Following the completion of this written assessment, the applicant or agency shall complete Section E and submit the documentation required by Section F.

E. **CERTIFICATION**

The applicant or agent must certify that the proposed activity is consistent with the State's CMP or the approved local waterfront revitalization program, as appropriate. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program, or with the applicable approved local waterfront revitalization program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: U.S. Coast Guard, Facilities Design and Construction Center

Address: 5505 Robin Hood Rd., Norfolk, VA 23513

Telephone: Area Code ( ) 804-852-3404

Applicant/Agent's Signature: _____ Date: 8/26/13

F. **SUBMISSION REQUIREMENTS**

1. The applicant or agent shall submit the following documents to the New York State Department of State, Office of Coastal, Local Government and Community Sustainability, Attn: Consistency Review Unit, One Commerce Plaza-Suite 1010, 99 Washington Avenue, Albany, New York 12231.

   a. Copy of original signed form.
   b. Copy of the completed federal agency application.
   c. Other available information which would support the certification of consistency.

2. The applicant or agent shall also submit a copy of this completed form along with his/her application to the federal agency.

3. If there are any questions regarding the submission of this form, contact the Department of State at (518) 474-6000.

*These state and local documents are available for inspection at the offices of many federal agencies, Department of environmental Conservation and Department of State regional offices, and the appropriate regional and county planning agencies. Local program documents are also available for inspection at the offices of the appropriate local government. *Revised 10/04/1010*

Coastal Management Program Consistency Determination

This activity will be undertaken in a manner that is consistent to the maximum extent practicable with enforceable policies of the New York State Coastal Management Program.

Description of Proposed Activities

The proposed activity is to demolish and reconstruct or reconfigure various elements of the U.S. Coast Guard's multi-mission station located on Staten Island in the Rosebank Area New York. The facility location is illustrated on the New York State Coastal Boundary Map (See Figures 1 and 1A).

The proposed work is described below. Each element is illustrated on the aerial photograph provided as Figure 2.

1. Demolish several on-shore support buildings that will be replaced with a new multipurpose building. This work is considered redevelopment.
2. Repair an existing breakwater and ice screen. Replace missing and broken timbers, recoat steel framing and pipe poles, modifications to the ice screen to improve ice shielding on the northwest corner.
3. Repair an existing Concrete Pier and Seawall. Pier repairs include repairing pile caps, resealing concrete deck, and extending concrete pile encasements. The seawall repairs include replacing corroded components, installing new handrails, and resetting granite block along shore side. Additionally, repairs will be made to correct settling and undermining that has occurred at the northeast corner.
4. Repairs to the floating docks. During hurricane Sandy, many structural connection components of the floating piers were damaged. This project will repair damaged components and extend anchor piles to prevent floating docks from breaking loose during future high water storm events.
5. Construct a new boat ramp within the boat basin. Station New York does not have a boat ramp and currently uses off-site public access ramps to launch and retrieve trailerable boats as necessary to perform unit-level maintenance and conduct operations and training.

These activities are required to repair damage sustained during Hurricane Sandy in October 2012, to increase the facility's resiliency in future storm events, and to bring the station into conformance with current U.S. Coast Guard support facility standards.

Evaluation of Enforceable Policies

Table 1 presents a discussion of effects of this activity on each of the New York Coastal Management Program policies. The specific policies that are most relevant to this project are outlined below.

Policy 7: Significant coastal fish and wildlife habitats will be protected, preserved, and where practical, restored so as to maintain their viability as habitats.

Station New York is not located within an area designated as "Significant Coastal Fish and Wildlife Habitat" on the New York Coastal Zone Map. The U.S. Fish and Wildlife Service list the piping plover and roseate tern as potential species of concern. Given the already developed nature of this site, it is very unlikely that these species will be impacted. Only minor physical disturbance of this already developed and active area is expected during demolition and construction activities associated with the proposed project. To minimize this disturbance, the U.S. Coast Guard will reduce to the extent practical the footprint of our construction activities; implement appropriate mitigation measures as determined in consultation with the New York Department of Conservation, U.S. Fish and Wildlife Service, and National Marine Fisheries Service; and obtain and comply with appropriate coastal construction, stormwater, and sedimentation control permits.

Policy 13: The construction or reconstruction of erosion protection structures shall be undertaken only if they can be reasonably expected to control erosion for thirty years as demonstrated in design and construction standards and/or assured maintenance of replacement programs.

The U.S. Coast Guard expects to continue operating and maintaining Station New York as a small boat station and intends to design, construct, and maintain erosion protection structures in a manner that will prolong their life expectancy.

Policy 14: Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.

The U.S. Coast Guard intends that the existing waterfront structures be replaced in like kind and location; no appreciable change in erosion or flooding potential is expected either on or off site.

Policy 23: Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of the State, its communities, or the Nation.

A historical study/review of the structures to be impacted is underway, and these efforts will be coordinated with the New York State Historic Preservation Office.

Table 1: New York Coastal Management Program Policy Review

Policy Number	Policy Statement	Discussion Notes
1	Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational and other compatible uses.	Not applicable.
2	Facilitate the siting of water dependent uses and facilities on or adjacent to coastal waters.	Consistent; proposed project is for repair or redevelopment in support of existing water dependent activities.
3	Further develop the State's major ports of Albany, Buffalo, New York, Ogdensburg and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of State public authorities, of land use and development which is essential to, or in support of, the waterborne transportation of cargo and people.	Not applicable.
4	Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity.	Consistent; Coast Guard presence is consistent with and supports traditional uses and activities.
5	Encourage the location of development in areas where public services and facilities essential to such development are adequate.	Consistent; repair and replacement of existing facilities will not impact public services or infrastructure.
6	Expedite permit procedures in order to facilitate the siting of development activities at suitable locations.	Not applicable.
7	Significant coastal fish and wildlife habitats will be protected, preserved, and, where practical, restored so as to maintain their viability as habitats.	Consistent; existing footprints for wharves, piers, and wave screens will be maintained to the extent practicable, in-water construction will be accomplished in compliance with applicable permits.
8	Protect fish and wildlife resources in the coastal area from the introduction of hazardous wastes and other pollutants which bioaccumulate in the food chain or which cause significant sublethal or lethal effect on those resources.	Consistent; Coast Guard operations and management procedures relating to hazardous waste and other pollutants will not change as a result of this project.

Policy Number	Policy Statement	Discussion Notes
9	Expand recreational use of fish and wildlife resources in coastal areas by increasing access to existing resources, supplementing existing stocks, and developing new resources.	Not applicable.
10	Further develop commercial finfish, shellfish and crustacean resources in the coastal area by encouraging the construction of new, or improvement of existing on-shore commercial fishing facilities, increasing marketing of the State's seafood products, maintaining adequate stocks, and expanding aquaculture facilities.	Not applicable.
11	Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.	Not applicable.
12	Activities or development in the coastal area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs.	Not applicable.
13	The construction or reconstruction of erosion protection structures shall be undertaken only if they have reasonable probability of controlling erosion for at least thirty years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.	Consistent; proposed project is part of an erosion control structure maintenance or replacement program.
14	Activities and development including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.	Consistent; no significant changes in the types or locations of structures are proposed.
15	Mining, excavation or dredging in coastal waters shall not significantly interfere with the natural coastal processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.	Consistent; no dredging is proposed, water bottom disturbance ancillary to construction will not be of a scale that will interfere with natural coastal processes.
16	Public funds shall only be used for erosion protective structures where necessary to protect human life, and new development which requires a location within or adjacent to an erosion hazard area to be able to function, or existing development; and only where the public benefits outweigh the long term monetary and other costs including the potential for increasing erosion and adverse effects on natural protective features.	Not applicable.
17	Non-structural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible.	Consistent; non-structural measures do not offer the level of shoreline accessibility and utility required to satisfy the facility's mission.
18	To safeguard the vital economic, social and environmental interests of the State and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the State has established to protect valuable coastal resource areas.	Not applicable.
19	Protect, maintain, and increase the level and types of access to public water related recreation resources and facilities.	Consistent; proposed project not impact access to recreation resources.
20	Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly-owned shall be provided and it shall be provided in a manner compatible with adjoining uses.	Consistent; security requirements for operational facility preclude public access.
21	Water dependent and water enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related uses along the coast.	Not applicable.
22	Development when located adjacent to the shore will provide for water-related recreation whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.	Consistent; security requirements for operational facility preclude public access.
23	Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of the State, its communities, or the Nation.	Consistent; changes to historically significant structures will be done in consultation with the New York State Historic Preservation Office.
24	Prevent impairment of scenic resources of statewide significance.	Not applicable.

Policy Number	Policy Statement	Discussion Notes
25	Protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the coastal area.	Consistent; the proposed project will have no significant effect on these resources.
26	Conserve and protect agricultural lands in the State's coastal area.	Consistent; the proposed project will not affect agricultural lands.
27	Decisions on the siting and construction of major energy facilities in the coastal area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.	Not applicable.
28	Ice management practices shall not interfere with the production of hydroelectric power, damage significant fish and wildlife and their habitats, or increase shoreline erosion or flooding.	Not applicable.
29	Encourage the development of energy resources on the Outer Continental Shelf, in Lake Erie and in other water bodies, and ensure the environmental safety of such activities.	Not applicable.
30	Municipal, industrial, and commercial discharge of pollutants, including but not limited to, toxic and hazardous substances, into coastal waters will conform to State and National water quality standards.	Not applicable.
31	State coastal area policies and management objectives of approved local Waterfront Revitalization Programs will be considered while reviewing coastal water classifications and while modifying water quality standards; however, those waters already over-burdened with contaminants will be recognized as being a development constraint.	Not applicable.
32	Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base of these communities.	Not applicable.
33	Best management practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into coastal waters.	Consistent; reconstruction plans and activities will conform to state and local stormwater requirements, including the permitting and construction of stormwater management facilities as required.
34	Discharge of waste materials into coastal waters from vessels subject to State jurisdiction into coastal waters will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.	Consistent; Coast Guard operations and management procedures relating to vessel waste discharge will not change as a result of this project.
35	Dredging and filling in coastal waters and disposal of dredged material will be undertaken in a manner that meets existing State dredging permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.	Consistent; no dredging is proposed, water bottom disturbance ancillary to construction will conform to permit requirements.
36	Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into coastal waters; all practicable efforts will be undertaken to expedite the cleanup of such discharges; and restitution for damages will be required when these spills occur.	Consistent; Coast Guard operations and management procedures relating to storage of petroleum and other hazardous materials will not change as a result of this project.
37	Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into coastal waters.	Consistent; reconstruction plans and activities will conform to state and local sedimentation and erosion control requirements.
38	The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.	Not applicable.
39	The transport, storage, treatment and disposal of solid wastes, particularly hazardous wastes, within coastal areas will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, important agricultural lands and scenic resources.	Consistent; Coast Guard operations and management procedures relating to solid waste will not change as a result of this project.

Policy Number	Policy Statement	Discussion Notes
40	Effluent discharged from major steam electric generating and industrial facilities into coastal waters will not be unduly injurious to fish and wildlife and shall conform to State water quality standards.	Not applicable.
41	Land use or development in the coastal area will not cause national or State air quality standards to be violated.	Consistent; Coast Guard operations and management procedures relating to air discharges will not change as a result of this project.
42	Coastal Management policies will be considered if the State reclassifies land areas pursuant to the prevention of significant deterioration regulations of the Federal Clean Air Act.	Not applicable.
43	Land use or development in the coastal area must not cause the generation of significant amounts of the acid rain precursors: nitrates and sulfates.	Consistent; Coast Guard operations and management procedures relating to air discharges will not change as a result of this project.
44	Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.	Consistent; no wetland disturbance is proposed.

U.S. Department of Homeland Security
United States Coast Guard

Alfred A Jacobs
United States Coast Guard
Civil Engineering Unit Providence

475 Kilvert Street, Suite 100
Warwick, Rhode Island 02886
Staff Symbol: Env
Phone: (401) 736-1720
Email: Alfred.A.Jacobs@uscg.mil

5090

New York Coastal Management Program
Attn: Federal Consistency Review
NY State Department of State
99 Washington Avenue, Suite 1010
Albany, New York 12231-0001

RE: Coast Guard Station New York Boat Ramp Construction

Greetings:

The US Coast Guard is installing a boat ramp within the existing boat basin at Station New York located at 10 Search Lane at Rosebank on Staten Island in New York. This project will ensure the ability of Coast Guard personnel at Station New York to continue their five fundamental roles of Maritime Safety, Maritime Security, Maritime Mobility, Protection of Natural Resources, and National Defense, and to improve their readiness by providing an on-site boat ramp. Due to the lack of launching and recovering capabilities on site, the Coast Guard has had to utilize a temporary means for performing these operations, including utilizing a public boat ramp over an hour away. Operating in this fashion is not ideal for operations nor is it sustainable in the long term. Thus, the installation of a boat ramp will provide the Coast Guard with the ability to launch and recover a variety of small boats and perform routine maintenance, which will improve the operational readiness of their small boat fleets, and will give them the ability to quickly and efficiently respond and maintain vigilance over the maritime issues in the Port of New York and New Jersey.

The project site is located in Coast Guard Station New York on Staten Island, approximately 3,500 ft north of the Verrazano Narrows Bridge. The existing site is currently used as a boat basin and is sheltered on all sides by an existing breakwater. The site is bounded to the east by the narrows.

The project site currently is comprised of a granite block seawall with a concrete cap, fronted by riprap. The area immediately inboard of the seawall is concrete pavement, with asphalt pavement beyond. The project area mudline elevation extends to 11.5 ft below Mean Low Water (MLW). The existing site is utilized as a boat basin and is sheltered on all sides by an existing breakwater.

The enclosed project drawings detail to location and construction of the boat ramp. It will be constructed of a core of #57 stone with riprap slope protection. The surface of the boat ramp will be precast concrete panels. The boat ramp was designed to minimize the structure's footprint by using the shortest possible ramp, and the minimum required width to support the variety of vessels as identified by the Coast Guard. To shorten the ramp, the entire structure was moved as far upland as possible without causing siltation issues in the basin. The boat ramp's location provides for great mobility for small boats operating in the basin and also for traffic in the upland area.

5090

For this location, it is estimated that overall approximately 2,355 CY of fill will be placed over a 4050 SF area. These fill types will be placed in the following quantities: 228 CY of riprap, 53 CY of precast concrete panels, and 2,074 CY of #57 stone. As part of this project, 1,200 CY will be dredged. The results in a total net fill of 1,155 CY.

The quantities above summarize the overall project. Of the totals above, 118 CY of riprap, 25 CY of precast concrete panels, and 635 CY of #57 stone will be placed in the littoral zone. 166 CY of material will be dredged from the littoral zone.

Since this construction project could have reasonably foreseeable effects on coastal resources, we have reviewed it for consistency with the State's approved Coastal Zone Management Program (CZMP). We determined that this action will be consistent with the applicable NY CZMP enforceable policies to the maximum extent practicable as outlined in the following discussion. Please review this determination for your concurrence in accordance with 15 CFR 930.36.

Policy 1 *Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, Industrial, cultural, recreational and other compatible uses.*

The project involves the installation of a boat ramp on solid fill and a boarding float secured by 5 guide piles at Coast Guard Station New York in Staten Island which is classified as an Excluded Federal Land. The site is a Coast Guard facility, and the rehabilitation is necessary to enable the Station to continue to operate effectively. Currently the site does not have a boat ramp which has forced the facility to utilize temporary means for launching and recovery, including utilizing a site over an hour away. Operating this way is not sustainable in the long term.

Policy 2 *Facilitate the siting of water dependent uses and facilities on or adjacent to coastal waters.*

Station New York operations are fully dependent on waterfront structures and facilities. Currently there is no boat ramp at the site, so this project is necessary to ensure that the Station can continue to perform Coast Guard missions for the New York and New Jersey coastal regions in the future.

Policy 3 *Further develop the State's major ports of Albany, Buffalo, New York, Ogdensburg and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of State public authorities, of land use and development which Is essential to, or in support of, the waterborne transportation of cargo and people.*

Installation of the boat ramp will assure that the Coast Guard can continue their operations in the Port of New York and New Jersey for the foreseeable future. Their continued operation is a vital part of the success of all maritime activity in the Port.

Policy 7 *Significant coastal fish and wildlife habitats will be protected, preserved, and, where practical, restored so as to maintain their viability as habitats.*

This site is currently an active boat basin, and is not located in a Special Natural Waterfront Area. However, the NYC DEC Environmental Resource Mapper indicates that the project site falls within an area where the endangered Northern Cricket Frog was identified previously. Last documented at the location in 1898, the Northern Cricket Frog

prefers muddy banks of streams. Currently the site is comprised of a seawall with paved backlands, which do not comprise the typical habitat for this frog. Therefore, it is not expected that the project will have any negative impact on the Northern Cricket Frog.

The Environmental Resource Mapper also indicated that the site fell within the radius of the threatened plant Red Pigweed. Upon further investigation, this plant was last documented in 1890 in Brooklyn, and this project is not expected to have any impact on the Red Pigweed population.

Policy 11 — *Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.*

This boat ramp and boarding float has been designed by Professional Engineers very familiar with the marine environment in New York Harbor. This project has been designed for the 100 year storm event. The boat ramp will be located in the protected confines of an existing breakwater structure that surrounds the boat basin. Therefore, the effects on currents resulting from the presence of the boat ramp are expected to be limited to the area immediately surrounding the ramp within the existing boat basin.

Policy 15 — *Mining, excavation or dredging in coastal waters shall not significantly interfere with the natural coastal processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.*

This project will not limit sediment transport, increase erosion rates of surrounding structures, or increase flooding. There are currently existing breakwaters surrounding the boat basin to minimize waves and currents. As such, this structure will not impact the currents, which are already minimal at the site.

Policy 22 — *Development when located adjacent to the shore will provide for water-related recreation whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.*

The project site is a Federally Excluded Land owned and operated by the US Coast Guard. Due to the requirement for a secure federal facility, public access for recreational purpose is not possible at the project location.

Policy 35 — *Dredging and filling in coastal waters and disposal of dredged material will be undertaken in a manner that meets existing State dredging permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.*

This project involves dredging or dewatering and excavation of 1,200 CY of existing soil and riprap, with 166 CY removed from the Littoral Zone and 176 CY removed from the intertidal zone. The contract documents will be written to ensure the contractor will perform dredging or dewatering and excavation, and filling in a manner which will minimize the environmental impacts and as specified in the Army Corps of Engineers permit.

If dredging is performed, silt curtains will be utilized to control suspended soils during dredging and placement of rock fill. If dewatering and filling is preformed, a cofferdam will be constructed and water will be pumped out of the cofferdam into the boat basin.

5090

The water being removed will not degrade the water quality outside of the cofferdam. Pumping will stop before involving the bottom sediments which could cloud the water being removed. The remaining water and mud will be excavated and transported via barge or truck to an approved dredged material disposal site.

Fill will consist of 1,110 CY of #57 stone, 170 CY of riprap, and 50 CY of precast concrete planks placed in the Littoral and Intertidal zones. Fill will be placed by clamshell bucket or by excavator, and by hand. The core of the structure will be #57 stone with riprap slope protection.

Policy 44 *Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.*

The project site is an active boat basin and is bounded by a designated Littoral Zone. During the site visit, the project area was observed to be comprised of a bulkhead with a paved upland area, and a mudline elevation extending to 11.5 ft below Mean Low Water (MLW) at its deepest point. The bulkhead is fronted by riprap with no existing vegetation. Our analysis of the environmental conditions at the site based on observations and research, show that no vegetation or wildlife will be affected by the installation of this structure. Additionally, this boat ramp is designed to minimize the structure's footprint by using the shortest possible ramp and the minimum required width to support the variety of vessels as identified by the Coast Guard. To shorten the ramp, the entire structure was moved as far upland as possible without causing siltation issues in the basin.

In the Littoral zone, a total of 166 CY of existing bay bottom mud and riprap will be removed over a 1200 SF area. Fill in the Littoral zone consists of 635 CY of #57 stone, 118 CY of riprap, and 25 CY of precast concrete panels.

Wetland impacts will be further addressed by the New York Department of Environmental Conservation and Army Corps of Engineers through the joint application process.

If you have any questions in this regard, or need additional information concerning this project or its potential for impact on coastal uses or resources, please contact my Environmental Specialist for this project, Mr. Luke Dlhopolsky, at (401)736-1743 or by electronic mail at Lucas.A.Dlhopolsky@uscg.mil.

Sincerely,

ALFRED JACOBS
Technical Director
By direction of the Commanding Officer

Enclosure: 1) Site Photographs and Project Drawings (Sections 7 and 8)

Copy: CG SECTOR New York
CG STA New York

For Internal Use Only:
Date Received: _____
WRP no. _____
DOS no. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: US Coast Guard
2. Address: 475 Kilvert Street, Suite 100, Warwick, RI 02886
3. Telephone: 401-736-1720 Fax: _____ E-mail: Alfred.A.Jacobs@uscg.mil
4. Project site owner: USCG CEU Providence

B. PROPOSED ACTIVITY

1. Brief description of activity:

   The project involves installation of a 135 ft x 17.67 ft boat ramp and adjacent 104 ft x 6 ft boarding float and five guide piles.

2. Purpose of activity:

   The purpose of this project is to provide an on-site boat ramp for launching/recovery of small boats for the United States Coast Guard and USCG Station New York in Staten Island. This project will enable the CG to more readily maintain its fleet of small boats at Station NY. The reliable functioning of the small boat fleet is essential for use to carry out the CG's missions in the New York AOR.

3. Location of activity: (street address/borough or site description):

   CG Station New York
   10 Search Lane
   Staten Island, NY 10305

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

   U.S. Army Corps of Engineers NWP#9 and #36

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

   The project is funded by the US Department of Homeland Security

6. Will the proposed project require the preparation of an environmental impact statement?
   Yes _____ No ✓ If yes, identify Lead Agency:

7. Identify city discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

   Not applicable.

C. COASTAL ASSESSMENT

Location Questions:	Yes	No
1. Is the project site on the waterfront or at the water's edge?	✓	
2. Does the proposed project require a waterfront site?	✓	
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	✓	

Policy Questions	Yes	No
The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.		
Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.		
4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)	✓	
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)		✓
6. Will the action result in a change in scale or character of a neighborhood? (1.2)		✓

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✓
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✓
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)	✓	
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✓
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✓
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)	✓	
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)	✓	
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✓
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✓
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✓
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✓
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✓
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✓
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✓
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)	✓	
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)	✓	
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✓
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✓
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✓
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✓
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✓
28. Would the action cause violations of the National or State air quality standards? (5.2)		✓

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✓
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	✓	
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✓
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	✓	
33. Would the action result in any construction activities that would lead to erosion? (6)		✓
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✓
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)		✓
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✓
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✓
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✓
39. Would the action affect any sites that have been used as landfills? (7.1)		✓
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✓
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✓
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✓
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)		✓
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✓
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✓
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✓
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✓
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	✓	
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✓
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✓

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✓
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)	✓	

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: : US Coast Guard/Alfred Jacobs

Address: USCG CEU Providence, 475 Kilvert Street, Suite 100, Warwick, RI 02886

Telephone 401-736-1720

Applicant/Agent Signature: Alfred Jacobs Date: 11/27/13

BOAT RAMP – COAST GUARD STATION NEW YORK
New York City Waterfront Revitalization Program Policies

The New York City Local Waterfront Revitalization Program (LWRP) functions by requiring project sponsors to evaluate the consistency of their projects with a series of environmental policies and objectives designed to protect and enhance the waterfront. The program has three primary goals: to promote water-dependent economic development, to protect natural resources, and to increase public access and recreational use of the waterfront.

This project involves the installation of a boat ramp and floating dock with 5 guide piles at US Coast Guard Station New York. The project site is considered an Excluded Federal Land. However, all discretionary actions within the project's boundaries were reviewed for consistency with the 10 policy statements included in the LWRP. Listed below are relevant LWRP policies and their responses.

Policy 1 *Support and facilitate commercial and residential redevelopment in areas well-suited to such development.*

This policy is not applicable. The project site is owned and operated by the US Coast Guard as a boat basin. It is not available or compatible with any other development.

Policy 2 *Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.*

The project site is owned and operated by the US Coast Guard as a boat basin. Installation of this boat ramp will enable the continued function of the Station into the foreseeable future.

Policy 2.3 *Provide infrastructure improvements necessary to support working waterfront uses.*

The project site is owned and operated by the US Coast Guard as a boat basin. Installation of this boat ramp will enable the continued function of the Station into the foreseeable future.

Policy 3.1 *Support and encourage recreational and commercial boating in New York City's maritime centers.*

This policy is not applicable. The project site is owned and operated by the US Coast Guard and is not accessible to recreational or commercial boating.

Policy 3.2 *Minimize conflicts between recreational, commercial, and ocean-going freight vessels.*

This project is necessary to enable the continued function of the Station into the foreseeable future. This station allows the Coast Guard to serve the Port of New York and New Jersey and is integral to the marine traffic in the Port. The site is surrounded by breakwaters and will not impact navigation.

Policy 4 *Protect and restore the quality and function of ecological systems within the New York City coastal area.*

This policy is not applicable. The site is currently a working boat basin, and this project will not have any detrimental effect on the environment. The current shore is littoral zone and consists of Bay Bottom Mud with riprap in the intertidal zone, with no vegetation. This project will involve replacing the bay bottom mud and riprap with #57 stone, riprap, and precast concrete planks. Little to no vegetation or wildlife will be affected by the installation of this structure.

Policy 4.2 *Protect and restore tidal and freshwater wetlands.*

The project site is an active boat basin and is bounded by a designated Littoral Zone. 1200 SF of this Littoral zone will be affected by this project. During the site visit, the project area was observed to be comprised of a bulkhead with a paved upland area, and a mudline elevation extending to 11.5 ft below Mean Low Water (MLW). The bulkhead is fronted by riprap with no existing vegetation. Little to no vegetation or wildlife will be affected by the installation of this structure.

Policy 4.3 *Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.*

This site is currently an active boat basin, and is not located in a Special Natural Waterfront Area. However, the NYC DEC Environmental Resource Mapper indicates that the project site falls within an area where the endangered Northern Cricket Frog was identified previously. Last documented at the location in 1898, the Northern Cricket Frog prefers muddy banks of streams. Currently the site is comprised of a bulkhead fronted by riprap and paved backlands, so it is not expected that the project will have any negative impact on the Northern Cricket Frog since its preferred habitat is not present.

The Environmental Resource Mapper also indicated that the site fell within the radius of the threatened plant Red Pigweed. Upon further investigation, this plant was last documented in 1890 in Brooklyn, and this project is not expected to have any impact on the Red Pigweed population.

Policy 5.3 *Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.*

This project involves dredging or dewatering and excavation of 1,200 CY of existing soil and riprap, with 166 CY removed from the Littoral Zone and 176 CY removed from the intertidal zone. The contract documents will be written to ensure the contractor will perform dredging or dewatering and excavation, and filling in a manner which will minimize the environmental impacts.

If dredging is performed, silt curtains will be utilized to control suspended soils during dredging and placement of rock fill. If dewatering and filling is preformed, a cofferdam will be constructed and water will be pumped out of the cofferdam into the boat basin. The remaining water and mud will be excavated and transported via barge or truck to a dredged material disposal site.

The expected duration of Dredging with silt curtains or dewatering of the cofferdam is expected to be two weeks.

Fill will consist of 635 CY of #57 stone, 118 CY of riprap, and 25 CY of precast concrete planks placed in the Littoral zone. Fill will be placed by clamshell bucket or by excavator, and by hand. The core of the structure will be #57 stone with riprap slope protection.

Policy 6 *Minimize loss of life, structures and natural resources caused by flooding and erosion.*

This policy is not applicable. This project is not an erosion or flood control structure, and has been designed for the 100 year storm event by Professional Engineers very familiar with the marine environment in New York Harbor. This structure has been designed in accordance with all applicable requirements for coastal structures.

Policy 6.3 *Protect and preserve non-renewable sources of sand for beach nourishment.*

This policy is not applicable. This project will not limit sediment transport, increase erosion rates of surrounding structures, or increase flooding. There are no beaches, dunes, barrier islands, or bluffs at the site.

Policy 8.5 *Preserve the public interest in and use of lands and waters held in public trust by the state and city.*

This project enhances the affected land's and water's current use as held by the public trust. This project will enable the Coast Guard to more readily maintain its fleet of small boats at Station New York. The reliable functioning of the small boat fleet is essential for use to carry out the CG's missions in the New York AOR.

Policy 10 *Protect, preserve and enhance resources significant to the historical, archaeological, and cultural legacy of the New York City coastal area.*

This project occurs at Coast Guard Station New York, where Quarters 1 was determined eligible for placement on the National Register of Historic places. This project does not involve and will have no impact on Quarters 1.

STATE OF NEW YORK
DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001

ANDREW M. CUOMO
GOVERNOR

CESAR A. PERALES
SECRETARY OF STATE

January 7, 2014

Alfred Jacobs
Technical Director
U.S. Coast Guard-CEU Providence
475 Kilvert Street, Suite 100
Warwick, RI 02886

Re: F-2013-0385
U.S. Army Corps of Engineers/New York District
Permit Application NAN-2013-00611-EBO- Boat Ramp with Mitigation
Narrows, 10 Search Lane, Richmond County
Concurrence with Consistency Determination

Dear Mr. Jacobs:

The Department of State has completed its review of the U.S. Coast Guard's consistency determination regarding the consistency of the above-referenced activity with the New York State Coastal Management Program. The proposal has been modified to include mitigation.

Based upon the information submitted and this modification, the Department of State concurs with the U.S. Coast Guard's consistency determination regarding this matter.

Sincerely,

George R. Stafford
Deputy Secretary of State

GRS/wf

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JAN 2014
CEU PROVIDENCE

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

SEP - 3 2013

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SEP 06 2013

NY DIST. CORPS OF ENGINEERS

Stephan A. Ryba, Chief
Eastern Section
New York District, Corps of Engineers
Jacob K. Javits Federal Building
New York, New York 10278-0090

Re: Permit Application NAN-2013-00611-EBO

Dear Mr. Ryba,

We have completed our consultation under section 7 of the Endangered Species Act (ESA) in response to your June 19, 2013, letter (and information provided to us on July 26, 2013). We concur with your determination that the proposed project is not likely to adversely affect any species listed by us as threatened or endangered under the ESA of 1973, as amended. Our supporting analysis is provided below.

Proposed Project
You are proposing to authorize the U.S. Coast Guard to install a boat ramp 3,500 feet north of the Verrazano Bridge on the Narrows in the Rosebank section in the Borough of Staten Island, Richmond County, New York. Approximately 1,200 cubic yards (CY) of material will be dredged, via a clamshell bucket, to facilitate construction of the boat ramp. Installation of a 17.67 foot-wide by 100 foot-long precast concrete, solid-fill boat ramp along a section of shoreline will require 2,355 CY of fill to be placed over a 4,050 square foot area. The fill types include 228 CY of rip-rap, 53 CY of pre-cast concrete panels, and 2,074 CY of stone fill.

Directly south of the ramp, five hollow 12 inch steel pipe piles will be installed to support a 6 foot-wide by 104 foot-long boarding float. The piles will be driven via a diesel impact hammer.

NMFS Listed Species in the Action Area
The action area is defined as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action" (50 CFR §402.02). For this project, the action area includes the project footprint as well as the underwater area where effects of dredging, pile driving, and placement of fill (*i.e.*, increase in suspended sediment, elevated levels of underwater noise) will be experienced. Based on analysis of other mechanical dredging activities (Burton 1993, ACOE 2007), suspended sediment plumes are expected to be fully dissipated at a distance of 620-1,500 meters from the dredge site. The exact size of the plume is influenced by the particular dredge used, the dredge operator, sediment type, strength of current and tidal stage and is likely to vary throughout the project. Any suspended sediment as a result

from the placement of fill is also expected to be fully dissipated within 1,500 meters. Regardless of these variables, the maximum distance of increased suspended sediment is likely to be 1,500 meters from the dredge bucket or placement of fill. Analysis of pile driving activities indicate that effects of increased under water noise will be experienced from a 10-1,000 meter radius of the pile to be driven/drilled (Illingworth and Rodkin, Inc. and Jones and Stoke 2009; HDR Alaska, Inc 2011). As such, the action area is considered to be that area off Staten Island located within a 1,500 meter radius from the area to be dredged/filled and a 10-1,000 meter radius of piles being driven. This area is expected to encompass all of the effects of the proposed project.

Whales
Several listed species of whales occur seasonally in the waters off New York. Federally endangered North Atlantic right whales (*Eubalaena glacialis*) are found off the coast of New York from September 1 – March 31. Federally endangered humpback whales (*Megaptera novaeangliae*) are found off the coast of New York from February-April and from September-November. Fin (*Balaenoptera physalus*) and Sperm (*Physter macrocephalus*) whales are also seasonally present in the waters off of New York, but are typically found in deeper offshore waters. Although listed species of whales can be found in the offshore waters of New York, due to the shallow depths and near shore location of the project site, listed whales are extremely unlikely to occur in the action area and will not be considered further in this consultation.

Sea turtles
Four species of federally threatened or endangered sea turtles occur seasonally in New York waters and are known to be present in western Long Island Sound and in the New York Harbor complex. The sea turtles in these waters are typically small juveniles with the most abundant being the federally threatened Northwest Atlantic Distinct Population Segment (DPS) of loggerhead (*Caretta caretta*) followed by the federally endangered Kemp's ridley (*Lepidochelys kempi*). New York waters have also been found to be warm enough to support federally endangered green sea turtles (*Chelonia mydas*) from June through October. While federally endangered leatherback sea turtles (*Dermochelys coriacea*) may be found in the waters off Long Island during the warmer months, this species is less likely to occur in the action area for this project as it is typically found in more offshore waters.

Studies in New York waters have indicated that sea turtles mainly occur in areas where the water depth was between 16 and 49 feet and waters were slow-moving or still (*i.e.,* less than 2 knots) (Morreale and Standora 1990). The habitat characteristics of project area (*i.e.,* depths of less than 16 feet) are inconsistent with the preferred sea turtle foraging depths in New York waters; however, transient green, loggerhead, and Kemp's ridley sea turtles may pass near the action area from June to October each year.

Shortnose sturgeon
Shortnose sturgeon (*Acipenser brevirostrum*) are a long lived, benthic fish species that mainly occupy the deep channel sections of large rivers, but may feed in shallow water. They feed on a variety of benthic and epibenthic invertebrates including mollusks, crustaceans (amphipods, chironomids, isopods), and oligochaete worms (Dadswell, 1979 *in* NMFS, 1998). Historically, shortnose sturgeon are believed to have inhabited nearly all major rivers and estuaries along

nearly the entire East Coast of North America. The range extended from the Saint John River in New Brunswick, Canada to the Indian River in Florida. Today, only 19 populations remain ranging from the St. Johns River, Florida (possibly extirpated from this system) to the Saint John River in New Brunswick, Canada. The present range of shortnose sturgeon is disjunct, with northern populations separated from southern populations by a distance of about 400 km. The species is anadromous in the southern portion of its range (*i.e.,* south of Chesapeake Bay), while northern populations tend to be amphidromous (NMFS, 1998) and spend most of their time within river systems. However, they have been documented to make coastal migrations in some areas.

Shortnose sturgeon have been documented in the Hudson River from upper Staten Island (river mile 3) to the Troy Dam (river mile 155) (Bain *et al.*, 2000, ASA, 1980-2002). While shortnose sturgeon presence below the Tappan Zee Bridge had previously been thought to be rare (Bain *et al.*, 2000), increasing numbers of shortnose sturgeon have been documented in this area recently (ASA, 1999-2002; Dynegy, 2003), suggesting that shortnose sturgeon utilize downstream sections of the Hudson River. Additionally, telemetry data has been instrumental in informing the extent of shortnose sturgeon coastal migrations. Recent telemetry data from the Gulf of Maine indicate shortnose sturgeon in this region undertake significant coastal migrations between larger river systems and utilize smaller coastal river systems during these interbasin movements (Fernandes, 2008; UMaine, unpublished data). Some outmigration has been documented in the Hudson River, albeit at low levels in comparison to coastal movement documented in the Gulf of Maine and Southeast rivers as well. Two individuals tagged in 1995 in the overwintering area near Kingston, NY were later recaptured in the Connecticut River. One of these fish was at large for over two years, and the other, eight years prior to recapture (NMFS, 2010). Although it is unlikely that this species will be transiting regularly in the bays and inlets of Long Island, shortnose sturgeon have been documented moving between the Hudson River and the Connecticut River and could potentially move within the vicinity of the project site off Staten Island.

Atlantic Sturgeon

Atlantic sturgeon (*Acipenser oxyrinchus*) occur in estuarine and marine waters along the U.S. Atlantic coast and may be present off Staten Island. The New York Bight, Chesapeake Bay, South Atlantic and Carolina DPSs of Atlantic sturgeon are endangered; the Gulf of Maine DPS is threatened. The range of Atlantic sturgeon from all five DPSs extends from Labrador Inlet, Labrador, Canada to Cape Canaveral, FL. After emigration from the natal estuary, subadult and adult Atlantic sturgeon forage within the marine environment, typically in waters less than 50 meters in depth, using coastal bays, sounds, and ocean waters (Vladykov and Greeley, 1963; Murawski and Pacheco, 1977; Dovel and Berggren, 1983; Smith, 1985; Collins and Smith, 1997; Welsh *et al.*, 2002; Savoy and Pacileo, 2003; Stein *et al.*, 2004; Laney *et al.*, 2007; Dunton *et al.*, 2010; Erickson *et al.*, 2011; Wirgin and King, 2011; D. Fox, pers. comm.; T. Savoy, pers. comm.).

Adult and subadult Atlantic sturgeon are known to occur within the coastal waters in and around the New York Bight and Long Island Sound. Atlantic sturgeon have been documented throughout Long Island Sound and may include fish from any of the five DPSs. However, based on the mixed stock analysis results (Wirgin and King, 2011), over 40 percent of the Atlantic

sturgeon bycatch interactions in the Mid Atlantic Bight region were sturgeon from the New York Bight (NYB) DPS, indicating that this DPS is well represented in this geographical area. NYB fish are natal to the Hudson and/or Delaware Rivers. Marine movements may include some foraging while individuals are migrating between estuaries of large rivers up and down the east coast and may migrate through the action area.

Effects of the Action

Dredging

Capture of ESA-listed species

A clamshell bucket dredge will be used for this project. Sea turtles are not known to be vulnerable to capture in clamshell dredges, presumably because they are able to avoid the relatively slow moving dredge bucket. As noted above, sea turtles are unlikely to occur in the area where dredging will occur. However, even if a transient sea turtle were present, no sea turtles are likely to be injured or killed as a result of dredging operations. Based on this information, we have determined that the likelihood of an interaction between a sea turtle and the dredge bucket is discountable.

In order to become captured in the dredge bucket, shortnose or Atlantic sturgeon would have to be on the bottom. Sturgeon do occur on the bottom while foraging; however, because the dredge moves slowly and the area affected by the dredging is very small, it is likely that subadult or adult sturgeon would easily be able to avoid the dredge. This assumption is supported by recent monitoring work, completed in the James River (Virginia) and the Delaware River (New Jersey) (Cameron 2010; ERC 2011), as well as work undertaken on a related species, the white sturgeon, in the Columbia River (Parsley and Popoff 2004). During these three studies, the movements of tagged Atlantic and/or shortnose sturgeon were tracked near a dredge; no interactions between sturgeon and the dredge occurred. Some tagged sturgeon moved through the area where the dredge was operating multiple times during the study. While entrainment of smaller sturgeon in dredges has been observed (as evidenced by the presence of a few individual sturgeon at disposal sites), these instances are rare and have been limited to dredging events occurring near sturgeon overwintering areas where sturgeon are known to form dense aggregations. The risk is further increased at overwintering areas because evidence suggests that sturgeon may be less responsive to stimuli while overwintering, which may make it less likely that sturgeon would avoid a dredge during this time period. However, overwintering grounds are not known to exist in the waters off of Staten Island, and therefore, no overwintering sturgeon are likely to occur in any portion of the action area where dredging operations will occur. As a result, these increased risk factors are not present. Based on our analysis, it is extremely unlikely that any sturgeon will be impinged or entrained in a clamshell dredge operating in the action area. As such, we believe that effects to sturgeon from the proposed dredging operations are discountable.

Water quality effects

Dredging and placement of fill material may cause a temporary increase in suspended sediment in the nearshore area. If any sediment plume does occur, it is expected to be small, and is expected to settle out of the water column within a few hours. The turbidity plume associated with a clamshell bucket extends approximately 1,500 meters downstream of the dredge area (Burton 1993). Turbidity levels associated with these sediment plumes typically range from

50.0-75.0 mg/L (ACOE 2001) with the highest levels detected adjacent to the dredge bucket and concentrations decreasing with greater distance from the dredge (see ACOE 2007). Turbidity levels associated with the placement of fill material are expected to be only slightly elevated above background levels (average range of 10.0 – 120mg/L). Additionally, as noted above, the sediment is expected to settle out of the water column quickly.

No information is available on the effects of total suspended solids (TSS) on juvenile and adult sea turtles. Studies of the effects of turbid waters on fish suggest that concentrations of suspended solids can reach thousands of milligrams per liter before an acute toxic reaction is expected (Burton 1993). TSS is most likely to affect sturgeon and sea turtles if a plume causes a barrier to normal behaviors or if sediment settles on the bottom affecting sea turtle or sturgeon prey. As sturgeon and sea turtles are highly mobile, they are likely to be able to avoid any sediment plume. Additionally, the TSS levels expected for dredging (50.0-75.0 mg/L) and fill placement (10.0 – 120mg/L) are below those shown to have an adverse effect on fish (580.0 mg/L for the most sensitive species, with 1,000.0 mg/L more typical; see summary of scientific literature in Burton 1993) and benthic communities (390.0 mg/L (EPA 1986)); therefore, effects to benthic resources that sturgeon or sea turtles may eat are unlikely. While the increase in suspended sediments may cause sturgeon or sea turtles to alter their normal movements, any change in behavior is likely to be insignificant as it will only involve movements to alter course out of the sediment plume and is not likely to affect the overall movement or migration ability of sturgeon and sea turtles. Based on this information, the effect of suspended sediment resulting from dredging and fill placement activities on sturgeon or sea turtles will be insignificant.

Effects on migration and foraging

Dredging can affect sturgeon and sea turtles by reducing prey species through the alteration of the existing biotic assemblages. The habitat characteristics of the action area where dredging operations will occur are sub-optimal for sea turtle foraging (*i.e.,* depths of less than 16 feet). As such, sea turtles are not likely to use any portions of the action area as a foraging ground and therefore, the alteration of the habitat as a result of dredging and fill placement is not likely to remove critical amounts of prey resources for sea turtles.

The waters off of Staten Island have not been found to support suitable habitat and biota for sturgeon foraging; however, some disturbance or removal of benthic invertebrates, which may serve as sturgeon prey, may occur in the areas to be dredged. Depending on the species, recolonization of a dredged channel can begin in as short as a month (Guerra-Garcia *et al.* 2003), with the dredged area expected to be completely recolonized by benthic organisms within approximately 12 months (USACE, 2001; U.S. DOI, 2000). Some reduction in the amount of potential sturgeon prey in the area to be dredged is likely; however, the action will not result in the permanent removal of forage items, as prey species will continually recolonize the area following a disturbance. In summary, the area affected by dredging and fill placement is small and waters off of Staten Island have not been found to support suitable habitat and biota for sturgeon foraging. To the extent that any suitable prey may occur in the action area, recolonization of any benthic community will be rapid; accordingly we have determined that any effects of dredging to foraging sturgeon will be insignificant.

The proposed dredging operations are not likely to alter the habitat in any way that prevents sturgeon or sea turtles from using any portion of the action area as a migratory pathway. As such, the effects of proposed action on sturgeon and sea turtle migration are expected to be insignificant and discountable.

Pile Driving

The installation of piles via pile driving can produce underwater sound pressure waves that can affect aquatic species. The proposed project will involve five hollow 12-inch steel pipe piles driven via a diesel impact hammer. The available literature indicates that the driving of 12-inch steel pipe piles produces underwater noise levels of approximately 177 dB_{RMS} within 10 meters of the pile being driven (Illingworth and Rodkin Inc. and Jones and Stoke 2009). As the distance from the source increases, underwater sound levels produced by pile driving are known to dissipate rapidly (Illingworth and Rodkin Inc. and Jones and Stoke 2009). Using data from Illingworth and Rodkin, Inc. and Jones and Stoke (2009), underwater noise levels produced from the driving of steel piles will attenuate approximately 5 dB every 10 meters.

Sea Turtles

There is little known about the hearing capabilities of sea turtles, and there is little available information on the effects of noise on sea turtles. Some studies have demonstrated that sea turtles have fairly limited capacity to detect sound, although all results are based on a limited number of individuals and must be interpreted cautiously. Most recently, McCauley *et al.* (2000) noted that decibel levels of 166 dB re $1\mu Pa_{RMS}$ were required before any behavioral reaction (*e.g.,* increased swimming speed) was observed, and decibel levels above 175 dB re $1\mu Pa_{RMS}$ elicited avoidance behavior of sea turtles. The study done by McCauley *et al.* (2000), as well as other studies done to date, used impulsive sources of noise (*e.g.,* air gun arrays) to ascertain the underwater noise levels that produce behavioral modifications in sea turtles. As no other studies have been done to assess the effects of noise sources on sea turtles, McCauley *et al.* (2000) serves as the best available information on the levels of underwater noise that may produce a startle, avoidance, and/or other behavioral or physiological response in sea turtles.

Based on this and the best available information, we believe any underwater noise levels at or above 166 dB has the potential to adversely affect sea turtles (*e.g.,* injury, temporary threshold shifts). As noted above, sound levels may be as high as 177 dB_{RMS} within 10 meters of the piles being driven. However, based on the attenuation rates, noise levels during the installation of steel pipe piles via an impact hammer will be lower than 166 dB at a distance beyond approximately 25 meters from the piles being driven. As noted above, the habitat characteristics of the action area are inconsistent with the preferred sea turtle habitat and as such, sea turtles are unlikely to occur within the action area where pile driving will occur and therefore, within 0-25 meters of the piles being driven. Based on this and the best available information, the noise effects of pile driving on sea turtles are discountable.

Sturgeon

Pile driving affects fish through underwater noise and pressure which can cause effects to hearing and air containing organs, such as the swim bladder. Effects to fish can range from temporary avoidance of an area to death due to injury of internal organs. The type and size of pile, type of installation method (*i.e.,* vibratory vs. hammer), type and size of fish (smaller fish

are more often impacted), and distance from the sound source all contribute to the likelihood of effects to an individual fish. The available literature on effects of pile driving on aquatic species is difficult to summarize due to inconsistent methods of measuring underwater sound, the diversity of pile driving methods and receiving substrates, and the differing tolerances of aquatic species to underwater noise. Generally, however, the larger the pile and the closer a fish is to the pile, the greater the likelihood of effects.

An interagency work group, including the U.S. Fish and Wildlife Service (USFWS) and NMFS, has reviewed the best available scientific information and developed criteria for assessing the potential of pile driving activities to cause injury to fish (Fisheries Hydroacoustic Working Group (FHWG) 2008). The workgroup established dual sound criteria for injury, measured 10 meters away from the pile, of 206 dB re 1 μPa_{Peak} and 187 dB accumulated sound exposure level (dBcSEL; re: $1\mu Pa^2 \cdot sec$) (183 dB accumulated SEL for fish less than 2 grams). While this work group is based on the U.S. West Coast, species similar to shortnose and Atlantic sturgeon were considered in developing this guidance (green sturgeon). As these species are biologically similar to the species being considered herein, it is reasonable to use the criteria developed by the FHWG.

Based on the best available information, peak pressure levels and cSEL levels produced by the driving of steel pipe piles will produce underwater noise levels below 206 dB re 1 μPa_{Peak} and 187cSEL within 10 meters of the pile being driven. In addition, only transient shortnose and Atlantic sturgeon are likely to be in the action area and as such, it is extremely unlikely that sturgeon will be found in the area where piles will be installed and thus, within 0 to 10 meters of the piles being driven. As such, the installation of piles is extremely unlikely to cause injury to shortnose or Atlantic sturgeon.

In addition, for purposes of assessing behavioral effects of pile driving at several West Coast projects, NMFS has employed a 150 dB re 1 μPa_{RMS} sound pressure level criterion at several sites, including the San Francisco-Oakland Bay Bridge and the Columbia River Crossings. As we are not aware of any studies that have considered the behavior of shortnose or Atlantic sturgeon in response to pile driving noise, given the available information from studies on other fish species (*i.e.,* Anderson *et al.* 2007; Purser and Radford 2011; Wysocki *et al.* 2007), we consider 150 dB re 1 μPa_{RMS} to be a reasonable estimate of the noise level at which exposure may result in behavioral modifications. As such, for purposes of this consultation, we will use 150 dB re 1 μPa_{RMS} as a conservative indicator of the noise level at which there is the potential for behavioral effects. That is not to say that exposure to noise levels of 150 dB re 1 μPa_{RMS} will always result in behavioral modifications, but that there is the potential, upon exposure to noise at this level, to experience some behavioral response (*e.g.,* temporary startle to avoidance of an ensonified area).

Based on attenuation rates, underwater noise levels are expected to be below 150 dB re 1 μPa_{RMS} at a distance beyond 40 meters from the piles being driven. As noted above, only transient shortnose and Atlantic sturgeon are likely to be in the area and as such, it is extremely unlikely that sturgeon will be found in the portion of the action area where piles are being driven and thus, within 0 to 40 meters of the piles being driven. However, should a sturgeon occur within

the area where piles are being driven, it is reasonable to assume that sturgeon, on hearing the pile driving sound, would either avoid the source or move around it. If any movements away from the area where piles are being installed do occur, it is extremely unlikely that these movements will amount to substantial changes to essential sturgeon behaviors (*e.g.*, reproduction, foraging, resting, and migration). Additionally, the extent of underwater noise is not likely to present a barrier to sturgeon movements and as such, if individuals are present within the vicinity of the action area, they are likely to veer/swim away from the pile driving sites and continue normal behaviors (*e.g.*, feeding, resting, and migrating) in other portions of the action area and/or in other locations in waters off of Staten Island. Based on this and the best available information, we conclude that the noise effects of pile driving on shortnose or Atlantic sturgeon is insignificant.

Water Quality
The installation of piles will disturb bottom sediments. However, little increase in sedimentation or turbidity is expected to result from these construction activities. If any sediment plume does occur, it is expected to be small and suspended sediment is expected to settle out of the water column within a few hours and any increase in turbidity will be short term. Additionally, sea turtles and sturgeon are expected to be able to temporarily avoid the area and continue normal behaviors in nearby portions of the bay. Therefore, there would not be any disruption of essential behaviors such as migrating or foraging. As such, any effects of pile driving are expected to be discountable.

Conclusions
Based on the analysis that any effects to listed sea turtles and sturgeon will be insignificant or discountable, we are able to concur with the determination that the proposed project is not likely to adversely affect any listed species under NMFS jurisdiction. Therefore, no further consultation pursuant to section 7 of the ESA is required. Reinitiation of consultation is required and shall be requested by the Federal agency or by us, where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) If new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered in the consultation; (b) If the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the consultation; or (c) If a new species is listed or critical habitat designated that may be affected by the identified action. No take is anticipated or exempted. If there is any incidental take of a listed species, reinitiation would be required. Should you have any questions about this correspondence please contact Daniel Marrone at (978) 282-8465 or by e-mail (Daniel.Marrone@noaa.gov).

Sincerely,

for John K. Bullard
Regional Administrator

8

FICM Comment Form

PERMIT TYPE:	Public Notice	NAN-2013-00611-EBO
APPLICANT:	United States Coast Guard Boat Ramp for USCG Station New York	
COMMENTING AGENCY:	NOAA Fisheries	
PROJECT MANAGER:	**Bowles-Early**	

FWCA Comments:

Eligible w/ modification, mitigation or conditions (see specifics below)

ENDANGERED SPECIES CONSULTATION

Coordinate with NMFS Protected Resources Division [Gloucester]

Mark Murray-Brown
Protected Resources Division
National Marine Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930

ESSENTIAL FISH HABITAT CONSULTATION (EFH)

May adversely affect EFH – See conservation recommendations below **[MAA –CRs]**

CR 1 = Applicant shall use appropriate sediment controls and BMP's (best management practices) to protect water quality during construction (NYSDEC Water Quality Certificate conditions will suffice.)

IMPORTANT: Please provide a copy of the permit (including all design documents and all other documents incorporated by reference) specifically addressing NMFS's conservation recommendation(s) to satisfy NOAA verification and auditing requirements. Thank you.

SIGNATURE: Diane Rusanowsky DATE: 7/3/2013

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Facilities Design & Construction Center

5505 Robin Hood Road, Suite K
Norfolk, VA 23513-2431
Phone: 757-852-3404
Fax: 757-852-3495

11000

AUG 26 2013

U.S. Fish and Wildlife Service
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967

Dear Sir or Madam :

In accordance with the provisions of the National Environmental Policy Act and the Endangered Species Act, the U.S. Coast Guard (USCG) Facilities Design and Construction Center (FDCC) has enclosed for your review information for a proposed redevelopment project located at the USCG Station New York multi-mission base located on Staten Island in the Rosebank area. This project is undertaken in response to damages sustained by Hurricane Sandy and the USCG's requirement to strengthen our shore facilities for future storm events so that we are more prepared to carry out traditional USCG missions.

The proposed scope of work includes extensive repairs and upgrades to existing in-water structures to include breakwaters, ice screens, concrete piers, floating docks, bulkhead structures, and a proposed new boat ramp. On-shore work will include demolition of several smaller buildings that will be replaced with a new multipurpose-building that will better serve USCG operational readiness at this facility. Both the in-water and on-shore proposed work are best defined as redevelopment, and the resulting net long-term environmental impacts will be positive. USCG redevelopment projects typically include improved storm water controls, the use of concrete/steel waterfront structural materials (inert) to replace treated timbers, and more energy efficient shore facilities. This proposed project will be contracted as a "design/build" type project, so at this stage the project is conceptual in nature with no final designs available. We anticipate contract award in the 2014 to 2015 timeframe.

The USCG utilized the U.S. Fish and Wildlife Service online Information, Planning, and Conservation System (IPAC) tool to identify two potential species of concern (piping plover and roseate tern). Based on the existing heavily/fully developed nature of this site, it is not a likely habitat for these species. We have concluded that this work is unlikely to affect listed or endangered species and request your written concurrence with our determination. Additionally, please provide any precautions or recommendations that you may have for this proposed project to help us minimize impact to surrounding natural resources.

If you have any questions regarding the proposed activity or our determination, please contact Mr. Rick Hylton at (757) 852-3404, or by electronic mail at rick.d.hylton@uscg.mil.

Sincerely,

B. J. NATTEAL
Lieutenant Commander, U.S. Coast Guard
Director of Planning
By Direction

Enclosure: (1) Project Description Package

Description of Proposed Activities

The proposed activity is to demolish and reconstruct or reconfigure various elements of the U.S. Coast Guard's multi-mission station located on Staten Island in the Rosebank Area New York. The facility location is illustrated on the New York State Coastal Boundary Map (See Figures 1 and 1A).

The proposed work is described below. Each element is illustrated on the aerial photograph provided as Figure 2.

1. Demolish several on-shore support buildings that will be replaced with a new multipurpose building. This work is considered redevelopment.
2. Repair an existing breakwater and ice screen. Replace missing and broken timbers, recoat steel framing and pipe poles, modifications to the ice screen to improve ice shielding on the northwest corner.
3. Repair an existing Concrete Pier and Seawall. Pier repairs include repairing pile caps, resealing concrete deck, and extending concrete pile encasements. The seawall repairs include replacing corroded components, installing new handrails, and resetting granite block along shore side. Additionally, repairs will be made to correct settling and undermining that has occurred at the northeast corner.
4. Repairs to the floating docks. During hurricane Sandy, many structural connection components of the floating piers were damaged. This project will repair damaged components and extend anchor piles to prevent floating docks from breaking loose during future high water storm events.
5. Construct a new boat ramp within the boat basin. Station New York does not have a boat ramp and currently uses off-site public access ramps to launch and retrieve trailerable boats as necessary to perform unit-level maintenance and conduct operations and training.

These activities are required to repair damage sustained during Hurricane Sandy in October 2012, to increase the facility's resiliency in future storm events, and to bring the station into conformance with current U.S. Coast Guard support facility standards.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Field Office
340 Smith Road
Shirley, NY 11967
Phone: (631) 286-0485 Fax: (631) 286-4003
http://www.fws.gov/northeast/nyfo

To: B.J. Natteal, Lt. Commander, USCG Date: September 6, 2013

USFWS File No:

Regarding your: ☒ letter ☐ FAX ☐ E-mail dated: August 26, 2013

For project: USCG Station Staten Island

Located: Rosebank area

In Town/County: Richmond

Pursuant to the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the U.S. Fish and Wildlife Service:

☒ Acknowledges receipt of your "no effect" determination. No further ESA coordination or consultation is required.

☐ Acknowledges receipt of your determination. Please provide copy of your determination and supporting materials to any involved Federal agency for their final ESA determination.

☐ Is taking no action pursuant to ESA or any other legislation at this time but would like to be kept informed of project developments.

As a reminder, until the proposed project is complete, we recommend that you check our website (http://www.fws.gov/northeast/nyfo/es/section7.htm) every 90 days from the date of this letter to ensure that listed species presence/absence information for the proposed project area is current. Should project plans change or additional information on listed or proposed species or critical habitat become available, this determination may be reconsidered.

Pursuant to the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*),

☒ Requests additional time for review.

☐ Is providing FWCA comments (see attached).

☐ Will provide FWCA comments separately.

☐ Is taking no action pursuant to FWCA due to lack of funding.

☐ Has no objection pursuant to the FWCA.

☐ Is taking no action pursuant to the FWCA at this time but would like to be kept informed of project developments.

USFWS Contact(s): Steven F. Para Date September 6, 2013

Supervisor: Date

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Facilities Design & Construction Center

5505 Robin Hood Road, Suite K
Norfolk, VA 23513-2431
Phone: 757-852-3404
Fax: 757-852-3495

11000

AUG 26 2013

Ms. Diane Rusanowsky
NOAA Fisheries Service
212 Rogers Avenue
Milford, CT 06460

Dear Ms. Rusanowsky:

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The proposed scope of work includes extensive repairs and upgrades to existing in-water structures to include breakwaters, ice screens, concrete piers, floating docks, bulkhead structures, and a proposed new boat ramp. On-shore work will include demolition of several smaller buildings that will be replaced with a new multipurpose-building that will better serve USCG operational readiness at this facility. Both the in-water and on-shore proposed work are best defined as redevelopment, and the resulting net long-term environmental impacts will be positive. USCG redevelopment projects typically include improved storm water controls, the use of concrete/steel waterfront structural materials (inert) to replace treated timbers, and more energy efficient shore facilities. This proposed project will be contracted as a "design/build" type project, so at this stage the project is conceptual in nature with no final designs available. We anticipate contract award in the 2014 to 2015 timeframe.

The USCG utilized the U.S. Fish and Wildlife Service online Information, Planning, and Conservation System (IPAC) tool to identify two potential species of concern (piping plover and roseate tern). Based on the existing heavily/fully developed nature of this site, it is not a likely habitat for these species. We have concluded that this work is unlikely to affect listed or endangered species and request your written concurrence with our determination. Additionally, please provide any precautions or recommendations that you may have for this proposed project to help us minimize impact to surrounding natural resources.

If you have any questions regarding the proposed activity or our determination, please contact Mr. Rick Hylton at (757) 852-3404, or by electronic mail at rick.d.hylton@uscg.mil.

Sincerely,

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Lieutenant Commander, U.S. Coast Guard
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By Direction

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U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Facilities Design & Construction Center

5505 Robin Hood Road, Suite K
Norfolk, VA 23513-2431
Phone: 757-852-3404
Fax: 757-852-3495

11000

AUG 26 2013

New York State Department of Environmental Conservation
Region 1 Natural Resources Supervisor
SUNY @ Stony Brook
50 Circle Road
Stony Brook, NY 11790-3409

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Enclosure: (1) Project Description Package

Description of Proposed Activities

The proposed activity is to demolish and reconstruct or reconfigure various elements of the U.S. Coast Guard's multi-mission station located on Staten Island in the Rosebank Area New York. The facility location is illustrated on the New York State Coastal Boundary Map (See Figures 1 and 1A).

The proposed work is described below. Each element is illustrated on the aerial photograph provided as Figure 2.

1. Demolish several on-shore support buildings that will be replaced with a new multipurpose building. This work is considered redevelopment.
2. Repair an existing breakwater and ice screen. Replace missing and broken timbers, recoat steel framing and pipe poles, modifications to the ice screen to improve ice shielding on the northwest corner.
3. Repair an existing Concrete Pier and Seawall. Pier repairs include repairing pile caps, resealing concrete deck, and extending concrete pile encasements. The seawall repairs include replacing corroded components, installing new handrails, and resetting granite block along shore side. Additionally, repairs will be made to correct settling and undermining that has occurred at the northeast corner.
4. Repairs to the floating docks. During hurricane Sandy, many structural connection components of the floating piers were damaged. This project will repair damaged components and extend anchor piles to prevent floating docks from breaking loose during future high water storm events.
5. Construct a new boat ramp within the boat basin. Station New York does not have a boat ramp and currently uses off-site public access ramps to launch and retrieve trailerable boats as necessary to perform unit-level maintenance and conduct operations and training.

These activities are required to repair damage sustained during Hurricane Sandy in October 2012, to increase the facility's resiliency in future storm events, and to bring the station into conformance with current U.S. Coast Guard support facility standards.

PUBLIC NOTICE

US Army Corps
of Engineers
New York District
Jacob K. Javits Federal Building
New York, N.Y. 10278-0090
ATTN: Regulatory Branch

In replying refer to:
Public Notice Number: NAN-2013-00611-EBO
Issue Date: June 26, 2013
Expiration Date: July 26, 2013

To Whom It May Concern:

The New York District, Corps of Engineers has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

APPLICANT: US Coast Guard
475 Kilvert Street, Suite 100
Warwick, Rhode Island 02886

ACTIVITY: Construction of boat ramp.

WATERWAY: The Narrows

LOCATION: Rosebank, Staten Island, Richmond County, New York.

A detailed description and plans of the applicant's activity are enclosed to assist in your review.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

ALL COMMENTS REGARDING THE PERMIT APPLICATION MUST BE PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity.

Any person may request, in writing, before this public notice expires, that a public hearing be held to collect information necessary to consider this application. Requests for public hearings shall state, with particularity, the reasons why a public hearing should be held. It should be noted that information submitted by mail is considered just as carefully in the permit decision process and bears the same weight as that furnished at a public hearing.

CENAN-OP-RE
PUBLIC NOTICE NO. NAN-2013-00611-EBO

Our preliminary determination is that the activity for which authorization is sought herein is not likely to affect any Federally endangered or threatened species or their critical habitat. However, pursuant to Section 7 of the Endangered Species Act (16 U.S.C. 1531), the District Engineer is consulting with the appropriate Federal agency to determine the presence of and potential impacts to listed species in the project area or their critical habitat.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act (Public Law 104-267) , requires all Federal agencies to consult with the National Oceanic and Atmospheric Administration Fisheries Service (NOAA/FS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed work, fully described in the attached work description, could cause the disruption of habitat for various lifestages of some EFH-designated species as a result of a temporary increase in turbidity during construction. However, the New York District has made the preliminary determination that the site-specific adverse effects are not likely to be substantial because it is expected that fish populations would avoid the small area of disturbance. Further consultation with NOAA/FS regarding EFH impacts and conservation recommendations being conducted and will be concluded prior to the final decision.

Based upon a review of the latest published version of the National Register of Historic Places, there are no known sites eligible for, or included in, the Register within the permit area. Presently unknown archeological, scientific, prehistorical, or historical data may be lost by work accomplished under the required permit.

Reviews of activities pursuant to Section 404 of the Clean Water Act will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 (b) of the Clean Water Act and the applicant will obtain a water quality certificate or waiver from the appropriate state agency in accordance with Section 401 of the Clean Water Act prior to a permit decision.

Pursuant to Section 307 (c) of the Coastal Zone Management Act of 1972 as amended [16 U.S.C. 1456 (c)], for activities under consideration that are located within the coastal zone of a state which has a federally approved coastal zone management program, the applicant has certified in the permit application that the activity complies with, and will be conducted in a manner that is consistent with, the approved state coastal zone management program. By this public notice, we are requesting the state's concurrence with, objection to, or waiver of the applicant's certification. No permit decision will be made until one of these actions occur. For activities within the coastal zone of New York State, the applicant's certification and accompanying information is available from the Consistency Coordinator, New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, Coastal Zone Management Program, 41 State Street, Albany, New York 12231, Telephone (518) 474-6000. Comments regarding the applicant's certification, and copies of any letters to this office commenting upon this proposal, should be so addressed.

In addition to any required water quality certificate and coastal zone management program concurrence, the applicant has obtained or requested the following governmental authorization for the activity under consideration:

- New York State Department of Environmental Conservation

It is requested that you communicate the foregoing information concerning the activity to any persons known by you to be interested and who did not receive a copy of this notice. If you have any questions concerning this application, you may contact this office at (917) 790-8516 and ask for Leslie Bowles-Early.

In order for us to better serve you, please complete our Customer Service Survey located at: http://www.nan.usace.army.mil/business/buslinks/regulat/index.php?survey.

CENAN-OP-RE
PUBLIC NOTICE NO. NAN-2013-00611-EBO

For more information on New York District Corps of Engineers programs, visit our website at http://www.nan.usace.army.mil

Jodi M. McDonald
Chief, Regulatory Branch

Enclosures

CENAN-OP-RE
PUBLIC NOTICE NO. NAN-2013-00611-EBO

WORK DESCRIPTION

The applicant, US Coast Guard, has requested Department of the Army authorization for the installation of a new boat ramp located 3,500 feet north of the Verrazano Bridge on the eastern shore of Staten Island, Richmond County, New York.

The work would involve: Installation of a 17.67-foot-wide by 100-foot-long precast concrete, solid-fill boat ramp to be constructed along a section of shoreline which currently is comprised of a granite block seawall topped by a concrete cap. Installation consists of rip-rap immediately adjacent to the boat ramp to prevent scour. Overall, 2,355 cubic yards of fill will be placed over a 4,050 square foot area. These fill types include 228 CY of rip-rap, 53 CY of pre-case concrete panels, and 2,074 CY of #57 stone fill. As part of this project, 1,200 of sediment are proposed to be dredged to facilitate construction of the boat ramp. This results in a total net fill of 1,155 CY. Directly south of the ramp, a 6-foot-wide by 104-foot-long boarding float is proposed, secured by five guide piles.

The applicant has stated that they have avoided, minimized, and mitigated for impacts proposed to the maximum extent practicable by stabilizing the bank. Most of the impacts associated with this project are temporary and would be offset by implementing best management practices to minimize impacts.

The stated purpose of this project is to provide a boat launching ramp for the United States Coast Guard at the existing Coast Guard Station New York.

From: Kelley Dunn Sent: Thursday, July 18, 2013 10:47 AM

To: Bowles-Early, Leslie D NAN

Subject: Fwd: NAN-2013-00611-EBO and NAN-2013-00796-EBO

Begin forwarded message:

Date: July 18, 2013, 10:38:12 AM EDT

Subject: NAN-2013-00611-EBO and NAN-2013-00796-EBO

Dear Ms. Bowles:

I am the president of Sea Cliff Towers ("SCT"), an apartment cooperative residence located at 20 Cliff Street, Staten Island, New York. The cooperative contains 112 units. The properties owned by our cooperative abut the Coast Guard base located on the North Shore of Staten Island.

I am not versed at reading or interpreting blueprints and am hoping you can provide further information. SCT has three concerns about the proposed construction of a pier, floating dock, and gangway ramp. Specifically, they are:

1. Permit application letter of 7/2/13 pertaining to permit NON-2013-OOO796-EBO describes the purpose of the project is for "recreational use". Please provide clarification as to what this means.

2. Will the project have an impact upon tidal/wave patterns, as it is my understanding that SCT has riparian rights extending approximately 150 feet into the water and additionally, our property has suffered significant erosion in light of recent storms. We are concerned that further erosion may have an effect upon the property where our parking lot is located.

3. What is the height of the completed project from the surface of the water, i.e. will it obstruct SCT's water views?

Please be advised that this email serves as a written request for a public hearing regarding the above referenced file numbers. Should SCT receive a written response that ameliorates our concerns, then we will withdraw our request for a hearing.

Thank you for your time and your attention to this matter.

Sincerely,

Kelley A. Dunn
Interim President
Sea Cliff Towers Owners Corp.

Electronic Mail Reply July 25, 2013

Ms. Bowles-Early,

Please see our responses to the questions from Sea Cliff Towers below.

Question 1. Permit application letter of 7/2/13 pertaining to permit NON-2013-OOO796-EBO describes the purpose of the project is for "recreational use". Please provide clarification as to what this means.

Response 1. The project will not be for recreational use. References to recreational use in the permit application are in reference to local policies regarding waterfront development, which do not apply to this project.

Question 2. Will the project have an impact upon tidal/wave patterns, as it is my understanding that SCT has riparian rights extending approximately 150 feet into the water and additionally, our property has suffered significant erosion in light of recent storms. We are concerned that further erosion may have an effect upon the property where our parking lot is located.

Response 2. The addition of the boat ramp and boarding float will not impact tidal and wave patterns outside the limits of the Coast Guard boat basin. The boat ramp will be located within the confines of the existing wave/ice screen already surrounding the boat basin, which is intended to protect the existing inside floating docks and structures from excessive wave action and floating ice. As such, facilities outside the boat basin will not be adversely impacted by the new structure.

Question 3. What is the height of the completed project from the surface of the water, i.e. will it obstruct SCT's water views?

Response 3. The boat ramp and boarding floats will not extend above the height of the existing seawall. The five 12" diameter pipe piles will extend 12 feet above the high water level. It should be noted that these piles will be 4.5 feet higher than the surrounding wave/ice screen, however due to their small size will not obstruct SCT's water views.

v/r,
Jared England, LT
USCG CEU Providence

New York State Department of Environmental Conservation
Notice of Incomplete Application - This is NOT a Permit

Application ID: 2-6404-00555/00008 *Batch Number*: 713029

Facility: US COAST GUARD-1361 BAY STREET
10 SEARCH LN|AT BAY AND NAUTILUS STS, E TO END OF NAUTILUS ST
STATEN ISLAND, NY 10305

Applicant: U S COAST GUARD *Owner ID*: 9317
2100 2ND ST SW
WASHINGTON, DC 20593

RECEIVED
17 JUL 2015 11 30
DEC PROVIDENCE

Permit(s) Applied for: 1 - Article 15 Title 5 Excavation & Fill in Navigable Waters
1 - Article 25 Tidal Wetlands
1 - Section 401 - Clean Water Act Water Quality Certification

Project Location: in STATEN ISLAND in RICHMOND COUNTY

Your application for Permit is incomplete. The following items are required:

The following comments are in response to permit application to construct a solid fill boat ramp within the basin marina.

Pursuant to 6NYCRR Part 661.9(b)(1) and 608.8,to meet standards for permit issuance, additional alternatives, project scope/impact reduction (the need to excavate (dredge) seaward of existing concrete seawall), and mitigation requirements must be addressed.

Additional reasonable alternatives must be considered for construction of a travel-lift and/or boat fork lift piers for placement and to retrieve vessels. Excavation (dredging) and major filling should be avoided.

Project scope/impact reduction provided as per following;

Mitigation – on/off site mitigation proposal must be submitted which compensates for the permanent loss of marine habitat due to the proposed excavation/filling (approximately 5600 square Feet), A 2:1 mitigation ratio proposal is required to offset impacts (11,200 square feet of restoration/enhancement.

The following comments are in regards to the submitted permit application project description/drawings:

a. Provide a copy of the topographical survey for review.

b. Provide a description of 1) #57 stone, (2) the minimum size of the rock rip rap to be used on the ramp slopes and (3) your definition of littoral zone.

c. For Alternative #3 – Location #2: Provide additional photographs of the project site taken at low tide, including date/time.

Explain the purpose/need for excavation (dredging) seaward of the existing concrete seawall?

This basin should have been dredged recently pursuant to NYSDEC Permit No. 2-6405-00555/00006 which authorized dredging. This NYSDEC dredging permit was issued in January 2004 and expires in January 2014.

Placement of the stone/rip rap should occur on the existing mudline grade to construct the ramp. This is typical construction practice for commercial marinas/protected boat basins. This alternative is also likely to result in significant cost reduction.

How much excavation (dredging)/filling is proposed to take place in the inter-tidal zone?

d. Construction Option 2 (installation of a cofferdam and dewatering) is not a typical practice for construction of a boat ramp.

e. Sheet 3 of 6:

Provide a scale for this drawing. It may have to be revised so it can be measured by a standard engineer or architect scale ruler.

Show existing and proposed MHWS, MHW, MLW, & MLLW lines.

Show the entire limits of the rock rip rap.

f. Sheet 4 of 6:

The scale is incorrect, the 6 foot excavation (dredging) as scaled, measures out to be approximately 2.5 feet and the 104 foot float length scales out to be 42.5 feet. These 2 section view drawings were reduced in size to fit onto this sheet drawing.

g. Sections A1 as shown on Sheet 5 & B1 as shown on Sheet 6 must be revised to show the existing mudline elevations.

h. Based on the dimensions as shown on the drawings, NYSDEC estimates that approximate 5600 Square Feet, 110 ft long x 51 foot wide (as scaled - avg.)] of filling will occur seaward of the existing concrete retaining wall/bulkhead.

If you have any technical questions concerning this notice please contact George Stadnik in the NYSDEC Bureau of Marine Resources at 718 482-6464. Administrative questions should be directed to the contact person listed below.

Please submit requested information by _____
No further action can be taken until all of these materials are received.

Contact Person:
HAROLD J DICKEY
NYSDEC
47-40 21ST ST
LONG ISLAND CITY, NY 11101

Telephone Number: (718) 482-4997

Signature:

Date: July 11, 2013

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
Civil Engineering Unit Providence
United States Coast Guard

475 Kilvert St
Warwick, RI 02886
Staff Symbol: ENV
Phone: (401) 736-1746
Fax: (401) 736-1703
Email: Rachel.marino@uscg.mil

5090
DEC 12 2019

FEDEX

New York State Division for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
Ms. Ruth Pierpont, Deputy Commissioner/Deputy SHPO
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

Re: U. S. Coast Guard (USCG) Station New York (Rosebank), Staten Island, New York – Project No. 13PR01367

Dear Ms. Pierpont,

Our letter of March 18, 2013 discussed the need to make important facility changes at USCG Station New York. These changes are due to the increase in personnel and boat complement over the past 10 or more years. This has resulted in a significant strain on its facilities, resulting in space deficiencies for boat maintenance, berthing, personnel support, training, storage, and dining. Accordingly, we continue to develop plans to demolish Buildings 2, 5, 6, repair the existing waterfront structures, and construct a new boat ramp. Building 4 will not be demolished as originally proposed. A new Multi-Purpose Building would be built on the site where Building 2 currently stands. The new 18,000 SF two-story building would be situated above the 500 year floodplain and provide an enhanced and durable building to ensure that Coast Guard operations continue during natural disasters and other contingency operations. Functions that would be moved into this new building are being relocated from Buildings 5 and 6 which are in the 100 year flood zone. In addition to the construction of a new 135 foot boat ramp, waterfront renovations will include the extension of floating dock anchor piles and repairs to the existing timber breakwater and ice screen. Enclosed is the preliminary design for the proposed construction of the new Multi-Purpose Building and Waterfront Renovation, showing elevations.

Buildings 5 and 6 sustained significant flooding damage from Hurricane Sandy. These buildings are no longer serviceable without major exterior and interior renovations, including but not limited to, full replacement of the entire building utility infrastructure, compliance with current health, and life safety codes, improvements to energy efficiency, accessibility compliance and new building standards for flood-prone zones. Moving the services and support functions that reside in Buildings 5 and 6 to a higher elevation in the proposed new Multi-Purpose Building would provide for modern infrastructure to ensure continued operational capability, resolve security concerns and avoid a recurrence of storm-related damage in the future, which could again result in the possible interruption of operational capabilities and costly renovations. Furthermore, significant security issues would be resolved since there is insufficient setback space

Re: U. S. Coast Guard (USCG) Station New York (Rosebank), Staten Island, New York – Project No. 13PR01367

between the property boundary and Buildings 5 and 6, resulting in non-compliance with anti-terrorism/force protection criteria.

As requested by your letter of May 28, 2013, we are providing the enclosed report "Historic Survey of USCG Station New York, Rosebank, Staten Island, NY". This report encompasses an historic survey of buildings and ancillary structures at USCG Station New York, Bay Street and Search Lane, Staten Island, New York. The study includes photographic documentation of all buildings on the site 50 years of age and older, sufficient background research providing a framework that can be used to evaluate the relative historical significance of resources included in the survey, a review of all records relevant to buildings and structures including photographic and written documentation in order to create a permanent record of the Station and its context, and an assessment of the potential for underwater archaeological resources within the Station New York boat basin.

The response from our initial consultations with your office regarding the relocation of Station New York from Governors Island to Staten Island (Rosebank), was that the Rosebank property, as a whole or in its components did not meet the criteria for inclusion in the National Register of Historic Places (Your letter of April 18, 1995). Subsequently, it was determined that Quarters 1 at 10 Search Lane, is eligible under Criteria C for listing on the National Register of Historic Places by your letter dated April 7, 2011.

Based on the information provided in the report, the USCG Station New York (Rosebank) site is associated with the history of immigration to the United States. Rosebank was one of numerous quarantine stations that were eliminated in the 1970s when the Center for Disease Control (CDC) reduced the nation's quarantine stations from 55 to 8. Prior to this time, other quarantine stations were decommissioned upon the passage of the Immigration Act of 1923. Swinburne and Hoffman Islands were two man-made islands designated as quarantines for arriving immigrants, created in the 1870's in an area of Lower New York Bay. Both islands are now managed by the National Park Service as part of the Staten Island Unit of the Gateway National Recreation Area. Although Rosebank played a role in immigration history, our survey did not reveal any unique characteristics that would distinguish it from other quarantine stations of the period.

In terms of integrity, Buildings 5 and 6 retain nearly all of their original exterior features. However, the windows and doors have been replaced. It is unknown whether the roof dormers were ever constructed as described in the report. The interiors of the buildings have been substantially gutted and do not retain their original integrity. With regard to the buildings' site and setting, there have been numerous older buildings demolished and modern buildings constructed to the extent that the campus-like setting of the former quarantine station barely exists in comparison to the USCG Station complex.

Building 2 (Officer's Quarters) is currently vacant. Its exterior is in moderate condition with many areas where the paint is peeling from the woodwork and porches and some of the woodwork is missing or rotted. The windows and the majority of the masonry are in good condition. In terms of integrity, the building is in close to original condition. The building is missing a few design elements, including the front porch lanterns, window shutters, and wood paneling at the parapet. The rear door and windows have been replaced. The interior of Building 2 is in poor condition and would require extensive renovation, including but not limited to, lead based paint and asbestos

Re: U. S. Coast Guard (USCG) Station New York (Rosebank), Staten Island, New York – Project No. 13PR01367

abatement, full replacement of the entire utility infrastructure, compliance with current health and safety code requirements, improvements to energy efficiency, accessibility requirements, etc.

More importantly, reuse of Building 2 would not adequately meet Station New York's present and future operational and logistical support requirements. It is functionally undersized (8,000 GSF) to accommodate new barracks for the duty personnel, and the consolidation of administrative and support services including, galley/dining, training, and a warehouse facility. A new building would resolve these logistical Station issues and provide for future flexibility and growth in support of operational requirements.

With regard to the construction of a new two-story Multi-Purpose Building, we believe there will be no adverse effect on Building 1 (Quarters 1 Family Housing) which has been determined to be eligible for listing on the National Register of Historic Places. Our design for the new building to replace existing Building 2 will take into consideration, to the extent practicable, potential for visual impact on the adjacent Quarters 1. The new Multi-Purpose Building is situated to the west of Quarters 1 with no other structures impacting the view of Quarters 1 from other shore locations on the property. The Area of Potential Effect (APE) for the planned project lies within the Station property lines and the immediate adjacent offsite properties as described below:

"Located on the eastern side of Staten Island, this property slopes slightly toward its eastern boundary – New York Harbor. In Rosebank's residential setting, the property is bounded to the north by the Church of St. John (ca. 1871) at 1333 Bay St, an apartment complex, and modern townhouses along Courtney Loop. To the west, residential properties face the former Quarantine Station from the opposite side of Bay Street. Bay Street is a primary, two-lane roadway with parking on both sides. To the south, the property is bounded by Nautilus Street, where another row of modern townhouses faces a concrete retaining wall demarcating the edge of the USCG property. The property is accessible from Anchor Place, which intersects with Bay Street just south of Building No. 4, and north of Nautilus Street." [Excerpted from Historic Survey of USCG Station New York, Rosebank, Staten Island, NY]

The St John's Church Complex is a historic property listed on the New York State Register. While this property borders on the northwest corner of the Station New York site and is located within the APE, we believe that our planned project activity including the new Multi-Purpose Building would have no adverse effect on the Church property. The demolition and construction activities would be downhill and distant enough from the property line so no physical effects are likely. In addition, the view relative to, or from the six story building on the Church complex to the new Building 2 will likely appear very similar to that which currently exists.

Our proposed activities constitute an undertaking that could affect historic properties, therefore we are seeking your comments in accordance with 36 CFR 800.3(a)(1). Bearing in mind that earlier consultations with your office determined that the Rosebank property, as a whole or in its components did not meet the criteria for inclusion in the National Register of Historic Places and our current survey does not appear to discover any factors that would suggest changing that determination.

Re: U. S. Coast Guard (USCG) Station New York (Rosebank), Staten Island, New York – Project No. 13PR01367

If you have any questions or require additional information in this regard, please do not hesitate to contact me at 401-736-1746 or by email at Rachel.marino@uscg.mil

Sincerely,

Rachel Marino

Rachel Marino
Environmental Branch Chief
By direction of the Commanding Officer

Enclosures: (1) Historic Survey of USCG Station New York, Rosebank, Staten Island, NY, prepared by Michael Baker, Inc., December 2013
(2) Station New York Multi-Purpose Building Preliminary Design

NEW YORK STATE

New York State Office of Parks, Recreation and Historic Preservation

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

Division for Historic Preservation
Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

January 09, 2014

Rachel Marino
Environmental Branch Chief
United States Coast Guard
475 Kilvert Street
Warwick, Rhode Island 02886
(*Via e-mail only*)

Re: USCG
USCG Station New York (Rosebank):
Proposed Demolition & New Construction
Bay St. and Search Ln, Staten Island, Richmond County
13PR01367

Dear Ms. Marino:

Thank you for continuing to consult with the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

We have received the requested additional information including the two-volume "Historic Survey of the United States Coast Guard Station New York" dated December 2013 and the preliminary design elevations for the proposed construction of the new Multi-purpose Building and Waterfront Renovations.

In 1995, the SHPO determined that the former U.S. Quarantine Station complex in the Rosebank neighborhood of Staten Island did not meet the criteria for inclusion in the National Register of Historic Places. That opinion was made after reviewing an earlier reconnaissance level survey and inventory. The SHPO is now reversing that determination based on an analysis of the current survey documentation submitted on December 12, 2013. Please find the Resource Evaluation attached.

We understand that the proposed project includes the demolition of Buildings 2, 5, and 6, the repair of existing waterfront structures, and the construction of a new boat ramp. A new Multi-purpose building (18,000 SF) is proposed to be built on the site of Building 2.

Before our office can concur with the demolition of contributing historic structures within a National Register Eligible complex, we will have to evaluate an Analysis of Alternatives to the proposed demolition. In a case like this, we would expect the analysis to include: conveying the structure to another party, 'mothballing' the structure, and exploring another possible use for the building. An analysis will typically consider the property's physical condition/limitations, site constraints and the financial ramifications of the possible reuse. If the analysis

shows there is not a reasonable reuse option for the property, we can help develop an Agreement that accepts the Adverse Effect and identifies appropriate mitigation measures.

Please forward an Analysis of Alternatives to the proposed demolition of this property if your Department remains interested in undertaking the demolitions. If I can be of any further assistance do not hesitate to contact me at (518) 237-8643, ext. 3260.

Sincerely,

Eric N. Kuchar
Historic Preservation Technical Specialist

Attachment: Resource Evaluation

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

New York State Office of Parks,
Recreation and Historic Preservation

Division for Historic Preservation
P.O. Box 189, Waterford, New York 12188-0189
518-237-8643

RESOURCE EVALUATION

DATE: December 27, 2013

STAFF: Kathy Howe

PROPERTY: former U.S. Quarantine Station, Rosebank
(current USCG Station New York)

MCD: Staten Island

ADDRESS: Bay Street

COUNTY: Richmond

PROJECT REF: 13PR01367

USNs: 08501.002953
08501.003043
08501.003045
08501.003046
08501.003047
08501.003048
08501.003056
08501.003057
08501.003058

I. ☐ Property is individually listed on SR/NR:
name of listing:
☐ Property is a contributing component of a SR/NR district:
name of district:

II. ☒ Property meets eligibility criteria.
☐ Property contributes to a district which appears to meet eligibility criteria.
Pre SRB: ☐ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;

B. ☐ Associated with the lives of persons significant in our past;

C. ☐ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;

D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

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STATEMENT OF SIGNIFICANCE:

Historic Overview

In 1995 the SHPO determined that the former U.S. Quarantine Station complex in the Rosebank neighborhood of Staten Island did not meet the criteria for inclusion in the National Register of Historic Places. That opinion was made after reviewing an earlier reconnaissance level survey and inventory. The SHPO is now reversing that determination based on an analysis of the current survey documentation submitted on December 12, 2013.

The Rosebank complex meets Criterion A for its association with the history of public health in the United States. The mission of the Quarantine Station was to prevent communicable diseases from being introduced into the United States from foreign ports. While the facility was originally established by the State of New York in 1872-73, none of the historic buildings from this era remain though some of the earlier landscape features survive. The current appearance of the complex largely reflects changes and improvements made by the U.S. government in the two decades following the takeover of the facility in 1921.

The U.S. Quarantine Station at Rosebank was the headquarters of the New York District overseeing several dependencies in the Bronx, Perth Amboy, N.J., and Bridgeport, CT. By the 1930s, "Rosebank served as the largest of 23 U.S. Public Health Service quarantine stations, located at major ports of entry."[1] It administered seven main divisions: Personnel and Accounts; the Material Division for procurement and building/grounds maintenance; the Floating Property Division for the maintenance and operation of vessels; the Boarding Division that inspected vessels at quarantine; the Division of Fumigation that fumigated boats infested with rats; the Rat Proofing Division that checked boats for construction changes for rat prevention; and the Laboratory Division that performed rat autopsies and other scientific research.

Rosebank had facilities and housing for numerous personnel including physicians, boat pilots, engineers, deckhands, fumigation experts, sanitary inspectors, and pharmacists. Personnel from Rosebank would board and inspect vessels in the harbor that had arrived from other countries. Passengers were examined by physicians and those with cases of infectious diseases were sent to hospital facilities at nearby Swinburne Island and Hoffman Island for quarantine and recovery. The ships would also be checked for rats and fumigated.

The period of significance for the complex begins in 1921, the year in which the facility is transferred to the federal government, and ends ca. 1965. "By the late 1960s, many ships entering New York Harbor were cleared for docking by radio, making it unnecessary for inspectors to board the vessels. Increases in international air travel resulted in passengers entering United States waters. The Rosebank facility, then controlled by the Center for Disease Control, was unnecessary" and all quarantine activities were discontinued in 1971.[2]

Description of the facilities

When the U.S. Public Health Service took over the facility from New York State in 1921, it undertook improvements to the facility. Many of the mid-nineteenth century buildings on the grounds, deemed inadequate and fire hazards, were razed to make way for new Colonial Revival style brick buildings. The complex today consists of five contributing buildings and retains much of the historic landscape plan and features including circular drives, retaining walls, stairs, and sidewalks.

Contributing buildings include:

Building No. 1 (1938-39) Built as residence for chief medical officer. Colonial Revival brick house wood semi-circular porch.

Building No. 2 (1922). Built as officers' quarters. Represents first major upgrade to the complex by the Federal government. Two-story symmetrical brick building in Colonial Revival style.

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[1] United States Department of the Treasury. Public Health Service. *Official List of Commissioned and Other Officers in the United States Public Health Service*. (Washington, D.C.: Government Printing Office, 1935), 32-33.

[2] Douglas C. Varish and Richard Meyer of John Milner Associates, Inc. "United States Coast Guard Rosebank Family Housing, Rosebank, Staten Island, New York, Historical Survey and Inventory of Selected Real Property Facilities," May 1993: 14.

Building No. 4 (1938-39)
Served as quarters for junior medical officers. Two-story brick Colonial Revival residence with temple-front portico of cast-stone.

Building No. 5 (1935)
Former emergency and pharmacists quarters. Two-story brick Colonial Revival building with slate-shingled hipped roof. Interior largely gutted.

Building No. 6 (1935)
Former emergency and attendants quarters; may have also housed the immigration office and customs office. Similar in design to Building No. 5. Interior largely gutted.

Contributing structures and landscape features include:

Summer House (pre-1895) - Small gazebo-like frame structure. Possibly moved to current location ca. 1927.

Tennis Court (pre-1912)

Concrete retaining wall (1913) – Located along southern property line.

Stone retaining wall (pre-1912) – Located along front of property on Bay Street.

U.S. Quarantine sign (ca.1924-25)

Circle drives (pre-1873)

Stairs and sidewalks (1912-1936)

Non-contributing resources:
The complex has four non-contributing buildings and three non-contributing structures, most built after the arrival of the United States Coast Guard after 1995. The USCG also demolished the former quarters of the junior medical officers, an office building, two laboratory buildings, and several outbuildings.

Conclusion

While the former U.S. Quarantine Station at Rosebank has suffered from a loss of historic fabric, it is a rare surviving example of its type. The complex retains a sufficient baseline of integrity from the period of significance, 1921-ca. 1965, and reflects the efforts of the federal government under the Public Health Service to help insure that communicable diseases were not introduced into the United States from foreign ports.

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.